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Souvenir
History of Chester

UNDER THE AUSPICES OF THE
BOARD OF TRADE

HISTORICAL CHESTER

H. GRAHAM ASHMEAD, Esq.

THE CITY OF TO-DAY

FINANCIAL, COMMERCIAL AND INDUSTRIAL INTERESTS

Future Possibilities



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HISTORICAL CHESTER

By H. GRAHAM ASHMEAD, Esq.



THAT part of Chester comprised between the Delaware River, Ridley and Chester Creeks, extending northward to where is now the Crozer Theological Seminary, was originally a tobacco plantation, cultivated under the direction of the Swedish authorities. About 1644 the greater part of that territory was granted by the Crown to Jöran Kyn, one of the bodyguard of Governor Printz. Annetta, Kyn's (Keen) daughter, intermarried with James Sandelands, a Scotchman, and, in right of his wife, Sandelands acquired title to the realty.

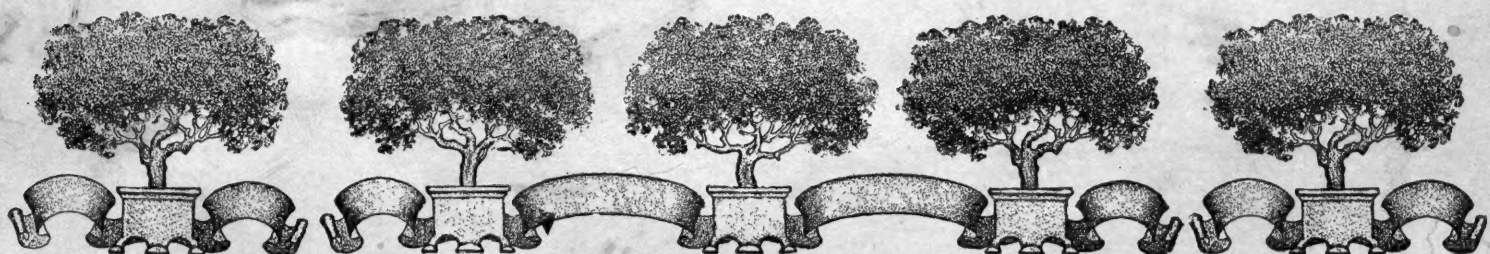
After Charles II had granted Pennsylvania to William Penn, the latter sent Colonel Markham, his cousin, to the Province to act as his representative or Deputy Governor. Markham made Chester, or Upland as it had been called by the Swedes, the capital city of the Colony, and it was in the meadow now bounded by Third, Second and Dock Streets and Chester Creek where, on Sunday, September 24 (old style), 1682, Lord Baltimore had an observation taken which was the actual beginning of the controversy between the Penns and the Lords Baltimore, and which continued until 1768, when Mason and Dixon ran the dividing line between the Provinces of Pennsylvania and Maryland.

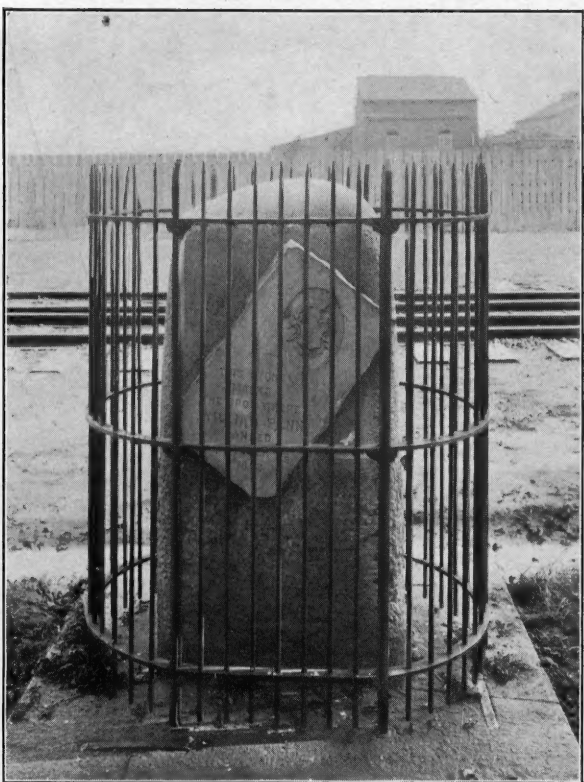
William Penn landed at Upland (Chester), October 28 (old style), 1682, and was a guest of Robert Wade, whose house then stood at the northwest corner of Penn and Front Streets. The first Assembly of the Province met in Sandelands' double house, the foundations of which, in excellent preservation, were unearthed in the Summer of 1893, when cellars were being dug for Commission Row, on the west side of Edgmont Avenue, south of Third Street. At the Courts held in Chester the first grand and petit juries, and the only jury of women in the judicial history of our state, were impanelled. In 1701 Chester received its first charter as a borough, and about the same time Penn approved Sandelands' plot of the old part of the present town from Welsh Street on the east, the P., B. & W. Railway to the north and the Delaware River and Chester Creek to the south and west.

During the Revolution, Chester, because of its nearness to Philadelphia (the storm center of the war), saw much of the struggle and suffered severely from the depredations of the British and the exactions of the Continental forces. On the night of the disastrous battle of Brandywine the defeated American army rallied in the village and were assembled into companies and regiments, for in most cases on that occasion the demoralized soldiers were little more than a mob. They were marched to Ridley, now Leiperville, where they encamped, for Washington was too well versed in military knowledge to mass his men between two navigable creeks at the east and west with a deep river to the south—a veritable cul-de-sac.

Chester grew slowly, and it may be a question whether between 1700 and 1798, when Delaware County was erected, there had been any appreciable increase in population. The first census, that of 1790, gives the entire population of the new county as 9483. Chester, in 1700, it is presumed, had nearly 600 inhabitants, while the census of 1820 credits the old borough with 657, which, however, was exclusive of the township, whereas in early times the latter was taken into consideration. In the ten years between 1890 and 1900 Chester grew in population from 20,226 to 33,988, and a conservative estimate to-day gives to the city fully 40,000 inhabitants.

For one hundred and fifty years old Chester was content to be the shire town of Chester County and afterward Delaware County. In the sessions of the Court it had its being. Its aspirations went no further. With the removal of the county seat in 1851 to Media came a new birth. John M. Broomall and John P. Crozer purchased a farm on the west side of Chester Creek, and John Larkin, Jr., a farm in the north section of the borough. These were laid out with streets, lots sold on easy terms and capital induced to aid in the development of the town. In 1851 James Campbell purchased the old jail, which he converted into a cotton factory, and there was planted the seed out of which has grown Chester's prominence as an industrial center. Campbell's influence resulted in other textile enterprises locating here, until it is now a busy hive of labor whose output finds market in all sections of the United States, South America, the West India Islands and crossing the ocean competes with European nations in the far East and even in Europe itself. From 140 houses in 1744 more than 7000 dwellings are now required to shelter the people within its present boundaries, and four national banks and two trust companies are barely adequate to minister to the financial needs of this stirring, bustling, industrious community.





**PENN
MEMORIAL
STONE**

PENN MEMORIAL STONE, on Front, a short distance east of Penn Street, was erected in 1882 by the members of the Historical Society of Pennsylvania and the Penn Club. It is of granite, about five feet high and three feet by two feet at the base, weighing over two tons: It rests upon a foundation of solid masonry. The memorial follows the form of a milestone, marking an epoch in history as the latter does a measured distance on the earth's surface. On the north front is a marble tablet on which are cut Penn's coat of arms and the words: "This stone marks the spot where William Penn landed October 28 and 29, 1682."

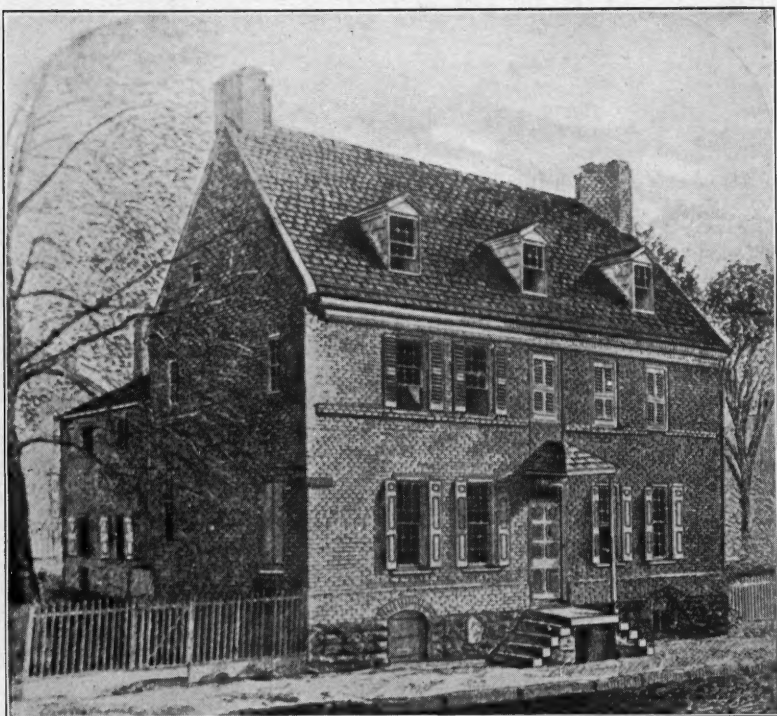
THE HOSKINS (GRAHAM) HOUSE, on the southeast corner of Graham and Edgmont Streets, was erected in 1688, and although greatly changed to adapt it to mechanical purposes, is the oldest building in the city of Chester.

John Hodgkins, now Hoskins, with his wife, Mary, emigrated to the Colony in 1682, purchased the land in 1684 and built the house in the year stated. His great-granddaughter, Mary, became the first wife of

Charles Tomson, the noted Secretary of the Continental Congress. The house in 1762 was purchased by Henry Hale Graham, one of the prominent men of the then county of Chester, in Colonial times, who, after the erection of the county of Delaware in 1789, was appointed by Governor Mifflin the first President Judge of the Courts of the new judicial district.

THE PUSEY HOUSE. About a mile and a half distant from the City Hall, in Upland, is the Pusey House, the oldest building in Pennsylvania. It is preserved by the Crozer family in good repair as a priceless historic relic. In the Spring of 1682 it was erected by Caleb Pusey, the active partner with Penn and others in the noted Chester

mills. The addition to the ancient dwelling, as readily seen, was not built until several years later. The walls, which are massive, are of stone (although, in the latter part of the eighteenth century, where stones became displaced, the breaches were repaired with bricks) and crowned by a hipped roof. Internally the house is very much as it was when William Penn, the guest of Pusey, watched the making of the first dam on Chester Creek and in the Province after England acquired possession of the territory. That dam and the mills were washed away in the flood in the succeeding Autumn, but it is probable that the machinery, which had come as freight in the "Welcome," with Penn, was saved from the wreck. The old dwelling still shows in its exposed massive joists the marks of the adze with which the timbers were hewn into form; the original oak floors are still in use, and in the side of the huge, open chimney place the pocket in the masonry, which the host kept well stored with tobacco for



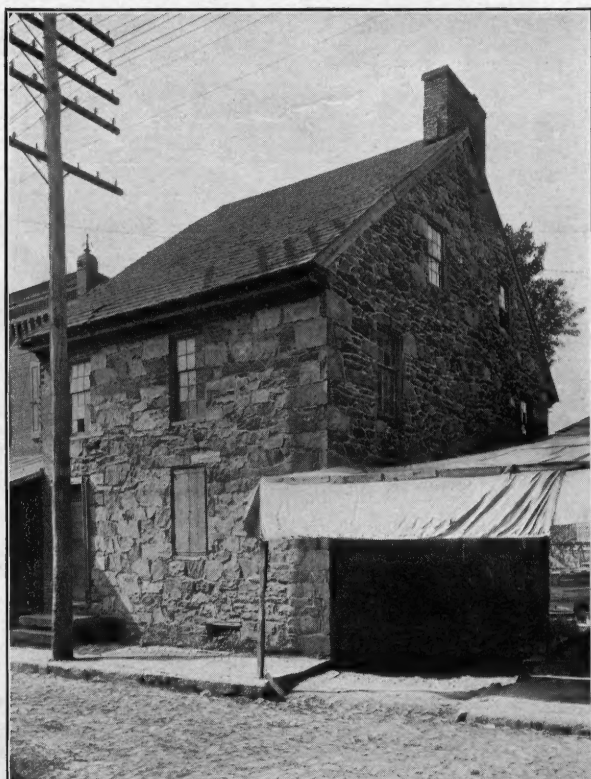
**THE HOSKINS
(GRAHAM)
HOUSE**

the use of his guests, is still plainly visible. Within recent years the Crozers have inclosed the old dwelling with a massive wall in which is inserted a tablet reading: "House built by Caleb Pusey in the year 1683 and occupied by William Penn during occasional visits."

THE THIRD COURTHOUSE OF CHESTER COUNTY is still, in part, standing on the west side of Edgmont Street, above Second, and now owned by Jonathan Pennell. It was built by John Hoskins in 1695 and that year conveyed by him to the county. The old building, in the north wall between the two windows and extending to the second story, shows the original prison walls. The jail was in what is now the cellar, and the iron rods, which barred the prisoners' escape from confinement, still remain in the oak weather-stained window frames in the foundation walls. The court room was on the first story and the grand and petit



**PUSEY HOUSE
UPLAND**

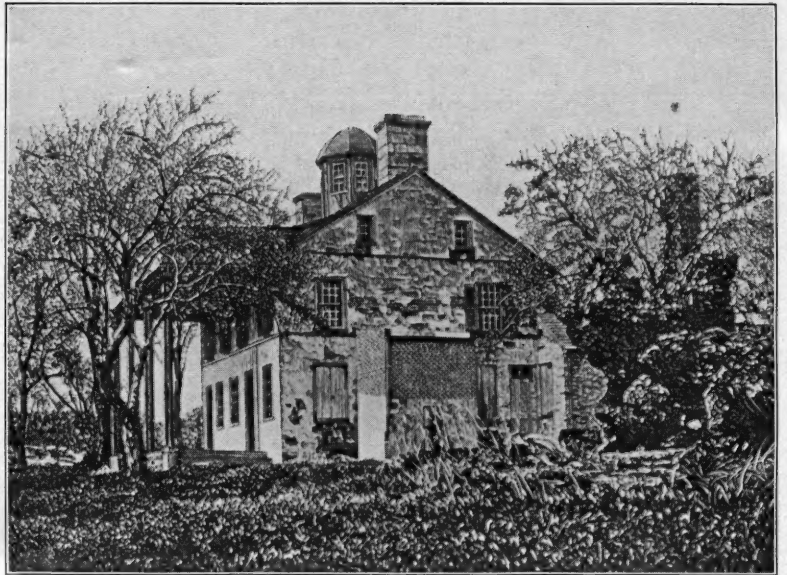


**OLD
COURTHOUSE
AND JAIL**

jury rooms on the second story. On the north side of the building, to this day, is a passageway which, on March 13, 1678, Court ordered should be left open from Upland Creek to "ye house of defense, or County House," which then stood on the east side of Edgmont Street and was used for the sessions of Court. Although the reason has long since ceased, the ancient passageway has never been closed.

THE PORTER (LLOYD) HOUSE, the birthplace of Admiral David D. Porter, was built in 1721 by Chief Justice David Lloyd. Facing the river the mansion resembled Mount Vernon, and, because of its luxurious well-kept shrubbery, was known as "Green Bank." The Chief Justice died there in 1731. In 1806 Major William Anderson, then a member of Congress, purchased it and for many years Commodore David Porter, one of the naval heroes of the War of 1812, resided there, Anderson having for "love and affection and one dollar" conveyed it to his distinguished son-in-law. In this dwelling in 1813 was born the future Admiral and later his brother, Theodoric Porter, who, in April, 1846, then a Lieutenant in the Seventh United States Infantry, was

the first American officer to fall in the war with Mexico. The old mansion owned by Admiral Porter, on February 17, 1882, then used as a pyrotechnic manufactory, was discovered to be on fire and was destroyed by an explosion in which eighteen persons were killed and about fifty-seven wounded. This picture of the Porter House is the only one known to be in existence.

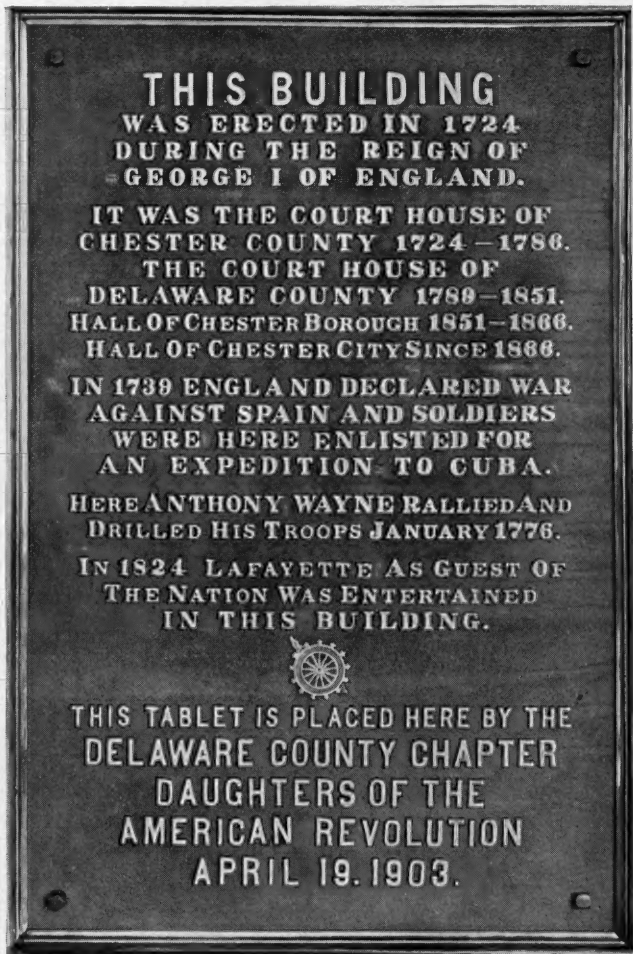


THE PORTER
(LLOYD)
HOUSE

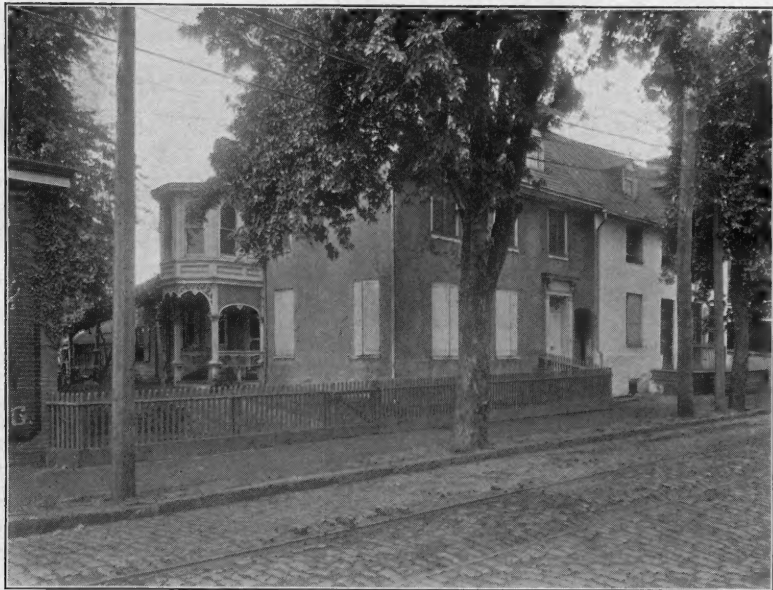


CITY HALL, on the west side of Market Street, midway between Fourth and Fifth Streets, was built in 1724. It is claimed to be the oldest public building in the United States within the territory ceded to the new Republic by Great Britain at the close of the Revolutionary War. It antedates Independence Hall, Philadelphia, eight years and the first Faneuil Hall, Boston (destroyed by fire in 1761), eighteen years. The "Cradle of Liberty," as now recognized, is thirty-seven years the junior of the Hall in Chester. The story of the old structure

is well told by the tablet which the Delaware County Chapter of the Daughters of the American Revolution placed upon its east front in the Spring of 1903. The building, massive in construction, showing the original pent or demi-roofs over its several stories, is a fine specimen of Colonial architecture, and, if kept in repair, promises to outlast the wear of many centuries, a patriotic inspiration to the community.



THE PENNELL HOUSE, Edgmont and Fourth Streets, was built prior to 1732 by Jonas Sandelands, son of James Sandelands, to whom Penn patented



PENNELL
HOUSE

a considerable tract. During the Revolution it was owned by the heirs of William Pennell, and, because of inability to settle the estate amicably, the house was vacant, hence the state authorities occupied it as a military hospital during 1775, 1776 and 1777. When it ceased to be used for that purpose, internally it was in a dilapidated condition; numerous holes in the ceiling and walls showed where reckless soldiers had thrust their bayonets, and the window sills were wantonly hacked with the sabers of dragoons. In Bethlehem and in Chester (the Pennell House) are the only two buildings in Pennsylvania that can now be recognized as having been used as hospitals in the Revolutionary War. The dwelling is now owned by Jonathan Pennell, the great-great-grandson of William Pennell, and has been in the possession of that family one hundred and fifty-four years.

TABLET ON
CITY HALL



COLUMBIA HOUSE

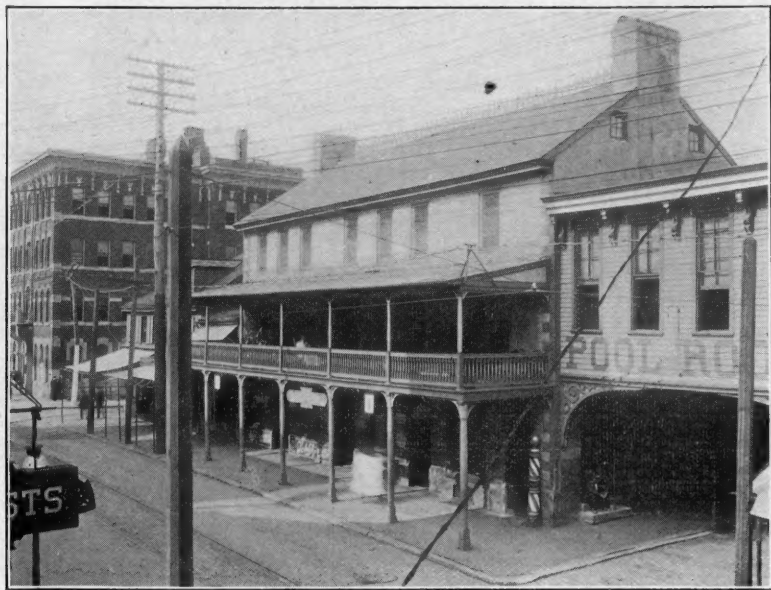
that visit, are those quoted, and are given because considerable difference of opinion has existed as to the exact location where the incident occurred. It was on the upper veranda of Mrs. Withy's tavern that Major James Clark, Jr., of General Greene's staff, detailed on secret service by Washington, stood dressed in citizen's apparel and watched Lord Cornwallis march his three thousand veteran troops into Chester on Sunday evening, November 18, 1777, when on the expedition for the subjection of the fort at Billingsport, N. J. The picture presented in this souvenir is the only one that has been preserved of the famous inn, hence its historical value.

THE JOHNSON TAVERN, on the west side of Edgmont Avenue, above Third Street, was built by Jacob Howell about 1733. Samuel Johnson purchased the premises in 1784 and received license for a public house there in that year. In 1787 James Pennell kept it as an inn and, as an attraction for the public, had a tame, trained tiger which he had taught to perform a number of tricks. Several years later, Pennell removed to the Black Horse Hotel, in Middletown, taking the animal with him, and one day when angry it attacked and killed its master. An interesting feature of this house is that it shows the change made in Sandelands' original plan of Chester and the changes in the grade of the street, for when built it had two steps leading into the

THE COLUMBIA HOUSE. The ancient hostelry known as the Columbia House, and which, until 1886, occupied the site of the present Cambridge building, was erected by Richard Riley in 1736, but did not receive license until 1746, when John Hanley was proprietor. In 1764 John Withy, a pensioned and retired British officer, was landlord of the inn, and, during the Revolutionary War, Mary Withy, his widow, was the owner. It was in that house on the night of September 11, 1777, that the wound of the Marquis de Lafayette was dressed by Mary Gorman. When in Chester, October 5, 1824, Lafayette visited the apartment in the Columbia House where to his "wound at the Battle of Brandywine dressing was first applied." The words of his secretary, who accompanied him on



JOHNSON TAVERN

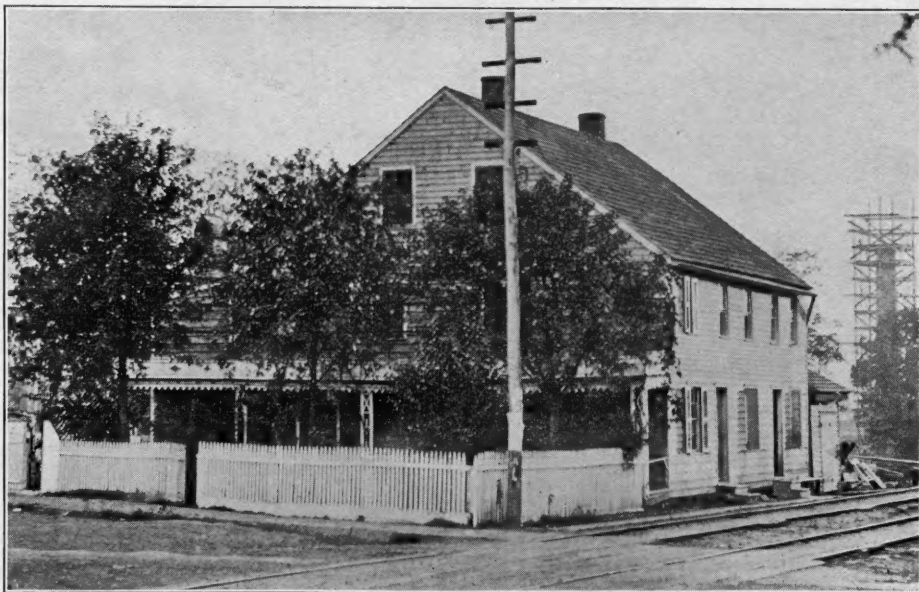


WASHINGTON HOUSE

old tavern, the entire business of the town would cease, and people would loiter around its doors until the coach, carrying the great man, had rumbled away and was lost in the distance.

FIRST RAILWAY STATION. The frame building, which stood at the southwest intersection of Edgmont Avenue and the right of way of the P. B. & W. Railway, was erected in 1837, when the Company, then in its active beginning, was largely an experimental enterprise. At that time there was but one track, consisting of long stretches shod with flat rails held in place by spikes. The picture, the only one in existence, is a reminder of the day of small things in the history of a great corporation now expending over a million dollars in constructing the elevated railroad through the city of Chester.

THE WASHINGTON HOUSE. Immediately opposite the City Hall is the venerable hostelry which Aubry Bevan erected in 1747, purposely for a public house, and to which he gave the name "Pennsylvania Arms." It was then regarded as an exceedingly costly and imposing structure. In 1772 it was owned by William Kerlin, a sturdy Whig, who, during the Revolution, made his house the central station for the reception of news of the movements of the enemies to the cause, which he forwarded to the Committee of Safety, in Philadelphia. In the Spring of 1902 a tablet was placed on the building reading, "Delaware County Chapter, Daughters of the American Revolution, marks this house as the place where Washington wrote at midnight the only report of the Battle of Brandywine, September 11, 1777. Here Washington also received the congratulations of the people of Chester upon his election as the first President of the United States, April 20, 1789." The room where Washington wrote his dispatch is now the parlor of the hotel. He generally, in his journeys through Chester, stopped at the Washington House, and on such occasions, when his imposing equipage would halt before the



FIRST RAILWAY STATION IN CHESTER



THE STEAMBOAT HOTEL

to princes of the blood royal. Francis Richardson, the elder, was prominent on the side of the Colonies in the Revolutionary War, and his son John accepted a commission in the Continental service, for which he was disowned by the Friends. Francis Richardson sought to give prominence to Chester as a shipping port, investing largely of his means in erecting warehouses and wharves, but the depressing influences of the struggle for independence ruined him financially, and his large landed interests were, at his death in 1787, disposed of at sheriff's sale in liquidation of his liabilities. During the Revolution, it is said, the British frigate "Augusta" opened fire on the town, and one of the shots shattered the wall and the gable end toward the river, and the owner repaired the break by placing a circular window in the opening thus made. During that war, Laban, a negro, was killed in the dwelling, under aggravating circumstances, by a blow with an ax, and his blood was said to have made an indelible stain on the floor where he fell and his spirit to have wandered around the place of his untimely death. For a long period the property was unremunerative, but in 1826 it was licensed as a hotel, receiving the name it still bears.

THE OLD LLOYD HOUSE, at the southeast corner of Second and Edgmont Streets, was built about 1696 by David Lloyd. He resided there when, during 1698, 1699 and 1700, he served as a member of Governor Markham's Cabinet or Council, and in that dwelling occurred an incident which shadowed his whole life. His only child, a boy of eight years, one Sabbath, while the parents were in attendance at meeting, for some trivial childish offense, was put in the cellar by the person in whose care he had been left. The lad was so frightened that it produced convulsions, which ended fatally. Lloyd sold the house in 1703. Among its later owners was William Siddons, who, just before the outbreak of the Revolution, was falsely charged with an attempted homicide, which incident was made the subject of a rude ballad, the first verse of which is:

"At Monday's Run, near Chestertown,
Old Siddons knocked the peddler down;
And robbed him of his golden store,
And left him weltering in his gore."

Thirty years ago it was the residence of blind Jack Hanley, from whom the Hanley Fire Company derives its name.

THE FRIENDS MEETING HOUSE, on the west side of Market Street, south of Market Square, the second place of worship of the Society of Friends in Chester, was erected in 1736. Save the porch in front and the brick addition in the rear, it presents externally the characteristics of its original construction. Internally considerable changes have been made to meet the demands of modern comforts and conveniences.

THE ROBERT BARBER HOUSE, on Second Street, east of Edgmont, in its day was one of the most imposing dwellings of old Chester. It still shows the pent roof or projection over the windows of the first story to shed the rain. In the early Colonial period, this house was regarded as one of the finest dwellings in all the Province.

DAVID LLOYD, the great Colonial Chief Justice of Pennsylvania, was born in North Wales in 1656 and came to this Province in 1686, having been appointed Attorney-General by Penn, then in England. He was Deputy Master of the Rolls, Clerk of the Supreme Provisional Court, Clerk of the Assembly and member of the Provincial Council; in 1702 he was the acknowledged advocate and defender of the rights of the people and the foremost man in the Colony. In 1718 he was appointed Chief Justice, a position he held until his death, 1731. Lloyd Street is named for Chief Justice Lloyd.

CALEB COWPLAND, born in Yorkshire, England, 1690, came to the Province in 1714 and in 1750 was commissioned by Governor Hamilton an Associate Judge of the Supreme Provisional Court, the bench represented by Chief Justice William Allen, Lawrence, Growden and Cowpland, associates. He held



THE OLD LLOYD HOUSE



THE FRIENDS MEETING HOUSE



JOHN MORTON MONUMENT

Born A.D. 1724. Died April, 1787. The monument was erected by a portion of his relatives, October 1845."

On the south face: "In 1775, while Speaker of the Assembly of Pennsylvania, John Morton was re-elected a member of Congress, and in the ever memorable session of July 1776, he attended that august body for the last time, enshrining his name in the grateful remembrance of the American people by signing the Declaration of Independence."

On the east face: "In voting by states upon the question of the independence of the American Colonies there was a tie until the vote of Pennsylvania was given, two members from which voted in the affirmative and two in the negative. The tie continued until the vote of the last member, John Morton, decided the promulgation of the glorious diploma of American Freedom."

On the north face: "John Morton being censured by some of his friends for his boldness in giving the casting vote for the Declaration of Independence, his prophetic spirit dictated from his deathbed the following message to them: 'Tell them that they will live to see the hour when they shall acknowledge it to have been the most glorious service that I have ever rendered my country.'"

that judicial office at the time of his death. David Paul Brown says (Forum, Vol. 1, page 252): "Of Caleb Cowpland we cannot find a single trace except his name." For thirty years Cowpland was Clerk of the Providence Monthly Meeting, and, immediately after his death, the records of that Society state, "Now it is necessary that another clerk be appointed."

HENRY HALE GRAHAM, born in London in 1731, was a nephew of George Graham, the inventor of the chronometer "and other exquisite inventions," for which the British nation gave his remains burial in Westminster Abbey. When Delaware County was erected, in 1789, Governor Mifflin appointed Graham President Judge of the newly created judicial district. He died in January, 1790, while serving as a member of the State Constitutional Convention of that year. Graham Street is named for Judge Graham.

THE SANDELANDS' MURIAL TABLET, set in the inner wall of (the new) St. Paul's P. E. Church at Broad and Madison Streets, is historically of great interest. The tablet is a memorial to James Sandelands, the elder, in whose dwelling, "the double house," the first Colonial Assembly met, and whose quarrel with Penn caused the Proprietary to select Philadelphia for his capital city. It is a slab of gray sandstone and bears on the upper half the arms of the Sandelands' family of Scotland.

THE MORTON MONUMENT. At the lowest end of old St. Paul's graveyard, on Third Street, east of Market Square, is the marble obelisk, eleven feet in height, under which repose the remains of John Morton, a signer of the Declaration of Independence. The shaft is set so that its cornices face precisely the four cardinal points of the compass. The inscription on the west face reads: "Dedicated to the memory of John Morton, a member of the first American Congress from the State of Pennsylvania, assembled in New York in 1765, and the next Congress assembled in Philadelphia in 1774 and various other public stations.



JAS. SANDELANDS' MURIAL TABLET



FRIENDS BURIAL GROUND, EDMONT AVENUE, ABOVE SIXTH STREET

THE CITY OF TO-DAY

IT is one thing to declare that a city is most progressive and that its people enjoy peace, prosperity and comfort; it is more difficult, however, to trace the development of these attributes. One might gaze far backward over the time that has passed since William Penn first set foot on the shores of the Delaware, and step by step recount the incidents of note and those of minor degree. That, however, is not the purpose of this souvenir. In presenting the claims of Chester, it is not desired to bore the reader with literature bubbling over with enthusiasm and keyed to concert pitch in pride and selfishness, but simply and without exaggeration to review the most prominent features, briefly telling of the progress the city has made, particularly in the last twenty years, and bringing to notice a few of the many points of which she may justly feel proud. By comparing Chester in sharp contrast with other cities, it should not be a difficult task to select the best place to locate.

Chester proper covers an area of about four and one-half square miles, and has a population to-day of nearly forty thousand. It contains about seventy-five miles of avenues and streets, nearly one-third of which is



EDGMONT AVENUE
FROM ELEVATED
P., B. & W. R. R.



UNITED STATES
POST OFFICE

for heavy-draught vessels, the United States Government has directed that there shall be a thirty-foot channel from Philadelphia, ninety miles to the sea. Work on the same is now in progress, and the Delaware River is destined to become the leading navigable stream emptying into the Atlantic Ocean. Financial interests in New Orleans, appreciating this fact, have recently formed a corporation, which will own and control a line of vessels, for both freight and passenger service, to run between that city and Philadelphia, making Chester one of its objective points of trade. Vessels of all descriptions, from various parts of the world, ply the waters of the Delaware. The river front of Philadelphia has few, if any, industrial sites remaining, so that, naturally, Chester and adjacent town connections offer the most desirable location for manufacturing enterprises. There is a river frontage of about five miles, over one-half of which is already taken up with industries of various kinds. The Eddystone Print Works, on the eastern boundary line of the city, is one of the largest plants of its kind in this country.

paved. The character of paving is largely that of sheet and block asphalt and Belgian blocks. The streets are cleanly kept, under the direction of the Highway Department. There are about thirty-three miles of sewers, some brick, others tile. City Councils have ordained that \$300,000 shall be expended in improving the street and sewer systems of the town during the coming year. About \$100,000 of this money is to be appropriated for the construction of new sewers and bridge improvements, and the remaining \$200,000 will be expended in paving streets. When this work is completed, Chester will be, without exception, the best-paved city of its size to be found anywhere.

Like Philadelphia, Chester is truly a "City of Homes," and in this particular alone the prosperity, comfort and happiness of the people are demonstrated. There are about six thousand homes in the city, the great majority of which are of brick and stone. The style of architecture in the more modern section of the town is most attractive, and the houses of former years are plain, substantial and comfortable, thus meeting the requirements of the working classes. Large tracts of land on the outskirts of the city have recently been purchased and divided into building lots, owing to the ever-increasing demand for dwellings.

The greater number of manufacturing plants are located along the banks of the Delaware, thus obtaining unlimited water supply and at the same time the advantage of railroad and shipping facilities. The Delaware River is to Chester what it is to Philadelphia, a most valuable feature of utility and attraction. While there is an average depth of about eighteen feet of water fronting Chester, which is ample



MARKET STREET
FROM ELEVATED
P., B. & W. R. R.



**POTTER STREET
NORTH FROM
TWELFTH**



**BROAD STREET
EAST FROM
MADISON**

Among the newer industries to locate here are the Fayette Manufacturing Company, the Henry Roeber Company (both leaders in their respective lines), the Franklin Drop Forge Company and the Seaboard Steel Casting Company, all of which have been established within the last three years. Others that have been in operation along the river front for a longer period are: The Penn Steel Casting and Machine Company, Consumers Ice Manufacturing Company, Irving & Leiper Manufacturing Company, the Delaware River Iron Shipbuilding and Engine Works (Roach's Shipyards), the Suburban Gas Company, the Sharpless Dye-wood Extract Company, George C. Hetzel Company, New Chester Water Company, the Vulcan Works, Keystone Plaster Company, Tidewater Steel Company, the National Tube Company and South Chester Tube Company. Reference is made to these plants merely to call attention to the fact that they are all located along the river front. More detailed description of their importance will be found on other pages of this book.

As a manufacturing center for steel castings, Chester easily ranks first, and, although it is claimed that over fifty per cent. of all the steel castings made in the United States are made in Chester, it is safe to say that more steel castings are manufactured here than in any other city in the world. With the leading shipbuilding plants of the country at her very door, it is easily seen that Chester is particularly favored for the steel industry, and it is the boast, and justly so, that no casting is too large to be manufactured in her plants.

In addition to the transportation facilities which the river affords, Chester has three lines of railroads. The main lines of the Philadelphia, Baltimore and Washington and the Baltimore and Ohio do all the passenger business, and, together with the Philadelphia and Reading Road, which has a line running from Philadelphia through Chester, can adequately handle all freight offered. The latter road runs along the river front and does the heaviest hauling for the industries located along its tracks. Shipments are made and received via the Philadelphia and Reading line by way of the Pennsylvania and Baltimore and Ohio systems, interchanging lines at Chester.

From the foregoing it will be seen that Chester has facilities for shipping equal to the largest cities. Numerous plants dot the town in every direction, not

all the big industries being located along the river front. Among these may be mentioned the Aberfoyle Manufacturing Company, Galey & Lord Manufacturing Company, Jordan Manufacturing Company, S.A. Crozer & Sons, James Irving & Sons, Huston Manufacturing Company, T. I. Birkin & Co., Lincoln Manufacturing Company,



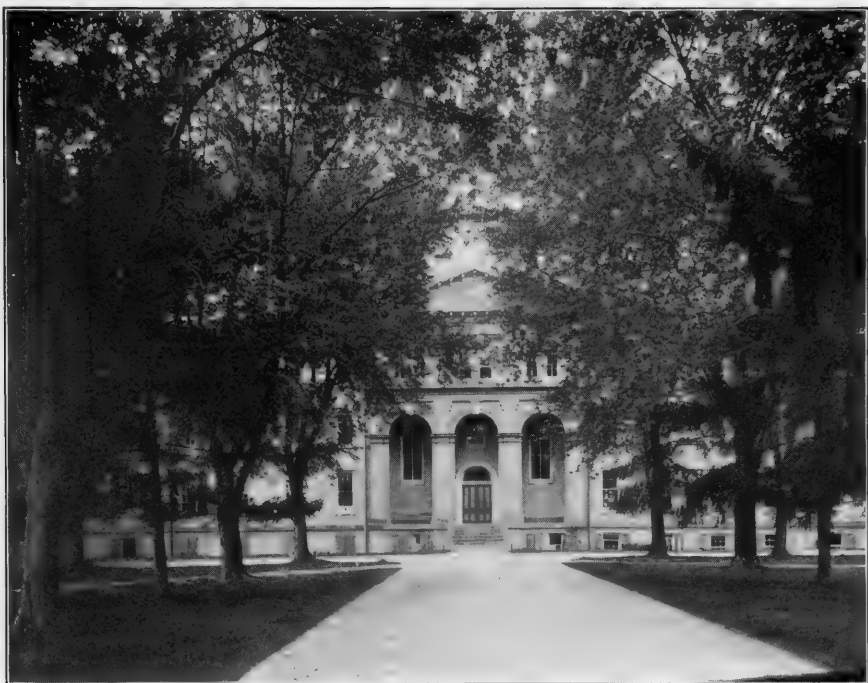
**BOULEVARD ENTRANCE
CHESTER PARK**



**DRINKING FOUNTAIN
CROZER PARK**



PENN CLUB



**CROZER
THEOLOGICAL
SEMINARY**



**CROZER
HOSPITAL**

Trainer Spinning Company, Standard Spinning Company, American Steel Casting Company, Solid Steel Casting Company, Chester Steel Casting Company, Robert Wetherill & Company, New Farson Manufacturing Company, Chester Warehouse Company, J. P. Wetherill Machine Company, Crown Smelting Company, Harper Manufacturing Company, Berry Engineering Company, John Hamilton, Stevenson Company, Stacy G. Glauser & Son, Baldt Anchor Company and the Johnston Railroad Frog and Switch Company. Two streams, known as Chester and Ridley Creeks, both of which empty into the Delaware, permit shipping by light-draught vessels, and thus afford the industries located along or near their courses this means of making and receiving shipments.

Labor conditions in Chester are ideal. Steady and profitable employment is at all times assured, due to the growth and permanent prosperity of the city, and the daily rate of wages is above the average, in consequence of the proportionate number of skilled hands being greater.

Chester's Board of Trade will be found ever ready to answer all questions and lend assistance to prospective newcomers. The members enjoy the confidence of the public and work in harmony with the Municipal Government.

The city is governed by an energetic Mayor and two Councilmanic bodies, Select and Common, whose combined membership is thirty-three. They all work for the common good of the city. Economy is exercised in all departments, and the administration of public affairs is clean and above reproach.

Chester's banks are an important factor in the prosperity of the city. Four national banks and two trust companies, all of which enjoy the highest confidence of the business community, are barely adequate to handle the increasing business.

In all that tends to advance the moral, social and business interests of the town, all bodies work in unison. No less valuable are the efforts of the local press. The newspapers have done much to impress the country with Chester's importance, and to their active and liberal support is due much of the growth and success of the city.

Chester, like all modern cities, has its thoroughly equipped street railways. The Chester Traction Company, operating about seventeen miles of track in the city proper, has a network of connections covering all the principal points adjoining the city, comprising in all about seventy-five miles of track, with a through line from Wilmington, Del., to Darby, Pa., and connections to Delaware City, Newark, Del., and Philadelphia; also a through line between Chester and Philadelphia.

The Media, Middletown, Ashton and Chester Electric Railway Company owns about two miles of track in the city of Chester and five miles to Media. It operates the lines of the Philadelphia, Morton and Swarthmore Street Railway Company from Chester to Darby via Folsom and from Folsom to Swarthmore, about twelve miles of track. The attractive scenery along the lines of these roads makes trolley riding very popular, and from early Spring to late Fall the traffic between Philadelphia and Chester by trolley taxes the various lines to their utmost capacity.

No city would be complete, irrespective of its importance in other lines, unless its work of charity and facilities for caring for the sick and injured met the requirements. In this respect Chester is not lacking. The Chester Hospital, which is supported by state appropriation and private subscription, is equipped with all the latest medical and surgical appliances; is controlled by a board of managers, whose compensation consists in the pleasure derived in helping in the work of mercy, to which every



**CHESTER
HOSPITAL**



**J. LEWIS CROZER
HOME FOR
INCURABLES**



**PEARL HALL OR
BUCKNELL LIBRARY**

The Pennsylvania Military College ranks high in the class of military and general educational institutions. Pupils from every state in the Union and from foreign countries have received their training at this college. The faculty is of the highest character and the buildings and grounds are most attractive.

Besides the above the Chester Commercial College fills an important part in educating and training young men and women in the various business courses. The college has had a most successful career, and its benefits have been taken advantage of by large numbers who to-day are filling positions of trust and responsibility.

There are also two Catholic parochial schools, that of St. Michael's and that of the Immaculate Heart Parish, in which the mental and moral training of the children is ably looked after by the sisters in charge.

In the line of places of amusement there are a number that serve the purpose well. The Grand Opera House has a seating capacity of twelve hundred. In the way of public halls there are to be had the Armory, National and Harmonia Halls and others throughout the city.

Added to these may be mentioned the several libraries and reading rooms, all of which furnish opportunities for recreation of an intellectual character.

At present the quarters of the Young Men's Christian Association are ample to accommodate its members and supply the main attraction. In the near future, however, a handsome stone structure, equipped with gymnasium, swimming pool and all modern facilities, will be erected upon a site already secured.

For outdoor amusement reference need only be made to the two public parks, situated within easy access of railroad and trolley transportation, which, with the improvements made each year, are becoming even more popular and beautiful.

Perhaps the leading and most healthful attraction in the way of outdoor recreation is the Delaware River. The river at Chester is about a mile and a quarter wide, and during the Summer months steamers run daily excursions, and pleasure craft of every variety may be seen dotting its surface.

For twenty-five cents one can go to Philadelphia and return by steamer and

member is devoted. This institution is under the more direct care of the allopathic school of physicians, while the splendid new J. Lewis Crozer Hospital, located just beyond the city line, in the borough of Upland, is in charge of homeopaths. Adjoining the hospital is the J. Lewis Crozer Home for Incurables. Both institutions were provided for in the will of the late Mr. Crozer, who left a large part of his fortune for these charities.

Few cities can boast of finer church buildings than Chester, as the several illustrations in this souvenir will testify. Many denominations are represented and religious circles are most active.

The educational advantages of Chester are all that can be desired. The public-school system is not surpassed in this or any other state. Chester, it is conceded, has the finest and most modern school buildings to be found in any city of its size. The High School and the Larkin Grammar School, both of which are shown in this publication, are considered equal to those of the largest cities.



CHESTER FREE LIBRARY



**ST. MICHAEL'S
CHURCH (R. C.)**



**INTERIOR, CHURCH OF
IMMACULATE HEART (R. C.)**



SOLDIERS' MONUMENT of all kinds. Those within the borders of the city to-day are chiefly in the line of textile, iron and steel, yet manufactories of great variety and large proportion can be accommodated. River-front sites are in many cases most desirable, but there are properties to be had away from the river which have all the needed facilities as well. Ground is, perhaps, sold cheaper than in most cities, and owners of land not infrequently sell at what must be rightly considered a sacrifice in order to clinch a new industry for the town.

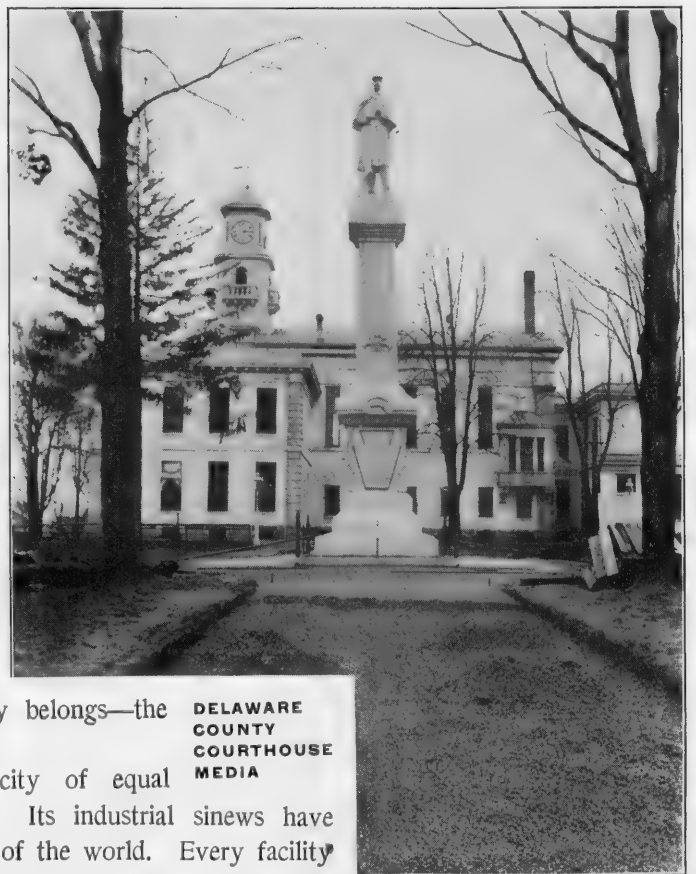
Taken as a unit, Chester possesses all the advantages of a thoroughly up-to-date city, and, although the past ten years have shown a very material progress, the next decade should place her where she rightfully belongs—the third manufacturing city in the state.

From a commercial and manufacturing standpoint no other city of equal population has shown greater development within the last two decades. Its industrial sinews have given life and strength to the nation and added value to the commerce of the world. Every facility of advantage to its many and varied industries and the welfare of its citizens generally is provided, which fact has proven a feature of much importance in the life and growth of the town and shows a progressive increase in all that is good and wholesome to a thriving community.

make the round trip in less than three hours. Fishing in the river and bay, or in the ocean if one prefers, furnishes sport for the pastime angler and a means of livelihood for hundreds.

The foregoing conclusively proves the claims made for Chester in the opening paragraph of this article, namely, that her people "enjoy peace, prosperity and comfort."

No city has better facilities nor holds out greater inducements to capitalists to locate manufacturing industries than Chester. Nowhere will be found better advantages nor greater support than in this city. The people of Chester have in the past lent their confidence and financial aid to industries coming from other cities. That the opportunity is as great, if not greater, for the successful introduction of new manufactories in the same manner now there is no question. Every concession within reason and along business lines will be entertained or met. The city itself stands ready to do its part. The people of means are ever disposed to encourage corporations that have stability and are backed by men of honest purpose. Money is always ready for any worthy object or movement calculated to be of benefit to the city and its people. There is room for industries



DELAWARE COUNTY
JAIL, MEDIA



PENNSYLVANIA
MILITARY COLLEGE

Door for ordinary cold storage



FRONT



BACK



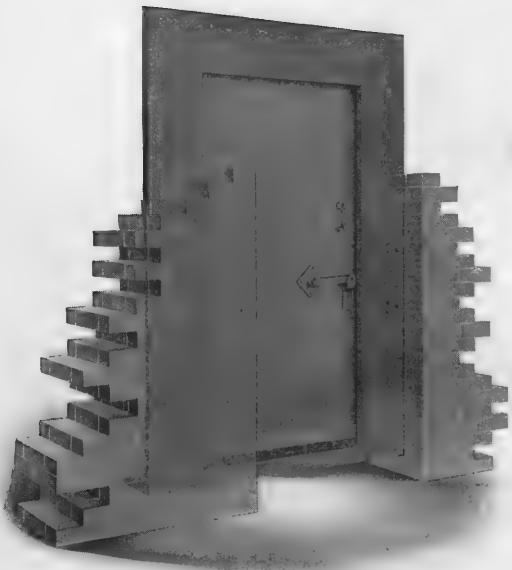
FRONT



BACK

For Beef Houses. Used in connection with overhead tracks.

Chester's Most Unique Manufacture
Stevenson's Cold Storage Doors
For New or Old Openings
Fasten and Tighten Themselves
Stevenson Co., 1603-29 W. 3d St.
Chester, Penna.



EXTERIOR FACE

Special Freezer Door for icy doorways.
Cannot be frozen fast.



INTERIOR FACE



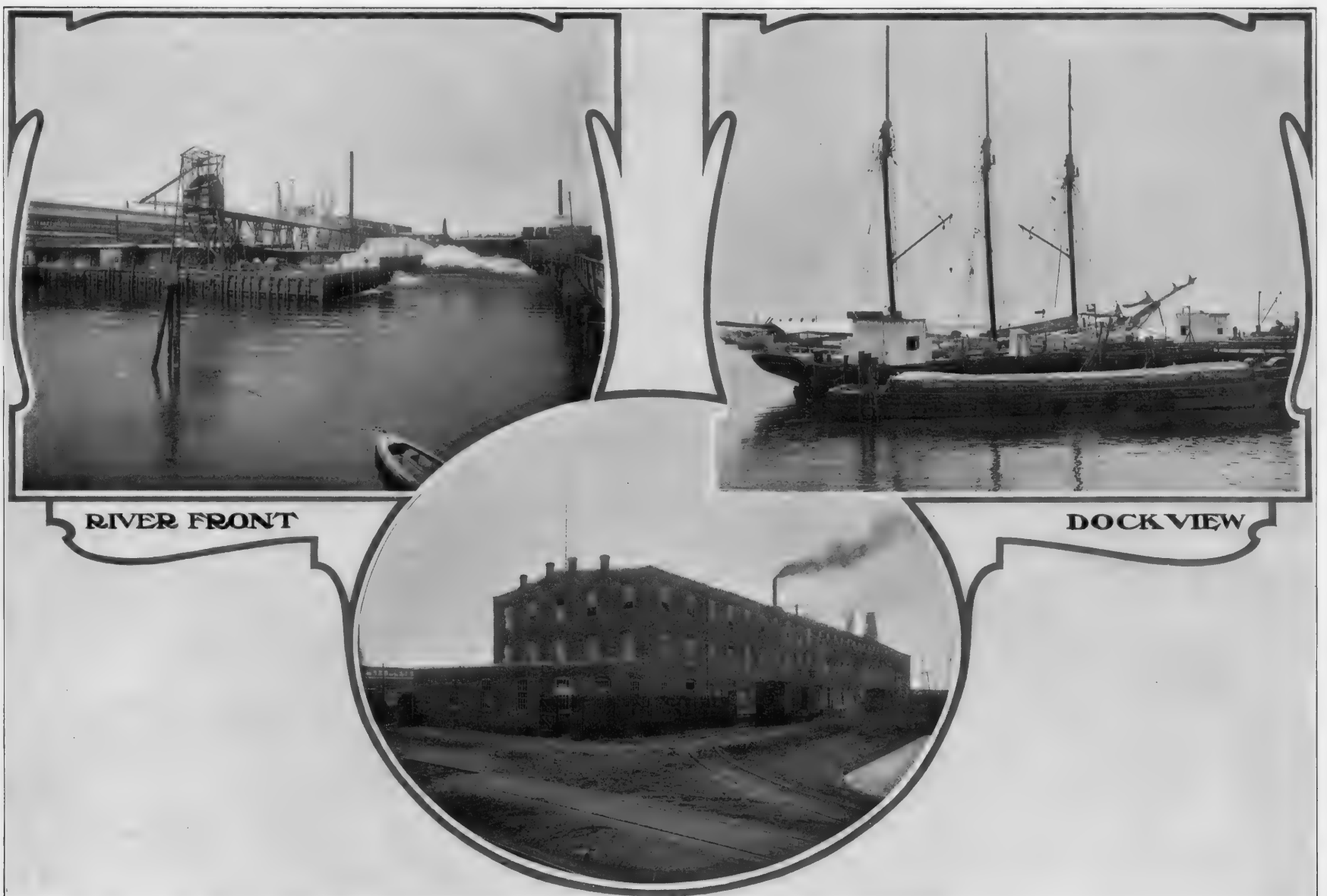
BOARD OF TRADE OF CHESTER, PA.

KEYSTONE PLASTER COMPANY

MANUFACTURERS OF ALL GYPSUM PRODUCTS



ALCINED PLASTER, TERRA ALBA, DENTAL
PLASTER, HARD WALL PLASTER, PAPER
AND CLOTH FILLERS AND FIREPROOF
PARTITION BLOCKS • • • •

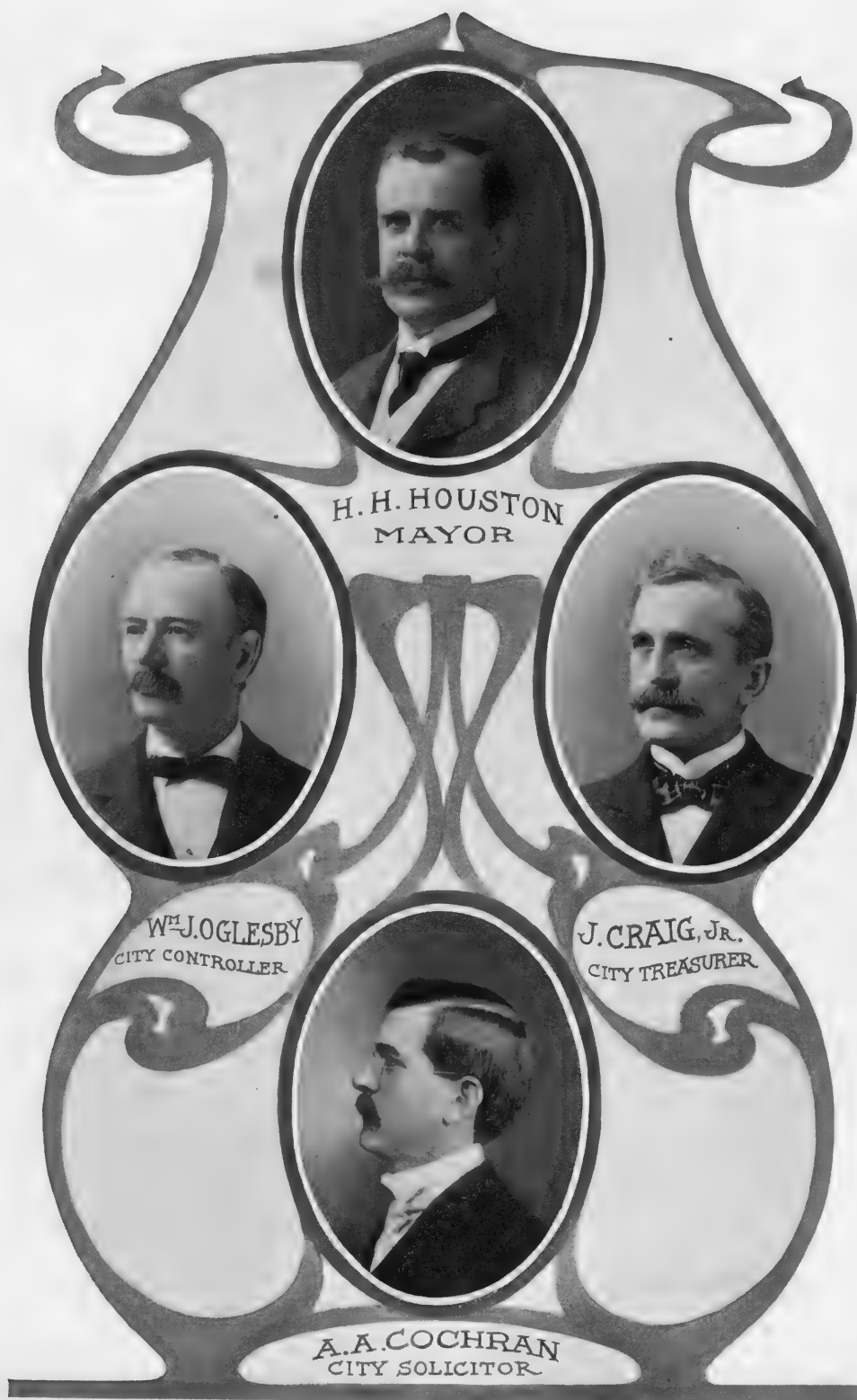


THESE works are favorably located, occupying a space of 210,000 square feet of ground, between Jeffrey and Morton Streets and the Delaware River. The plant has two switch connections with the Pennsylvania Railroad and one with the Philadelphia & Reading Railway. Shipments are also received and made by water, the Company having specially chartered vessels for that purpose.

The officers of the Company are: President, William Gibson, Williamsport, Pa.; Vice-President and General Manager, J. C. Fender, Chester, Pa.

CITY OFFICERS

Mayor
Howard H. Houston
City Controller
William J. Oglesby
City Treasurer
J. Craig, Jr.
City Solicitor
A. A. Cochran
City Clerk
Frank W. Harrison
Chief of Police
William Leary
City Engineer
Chas. H. Ladomus
Asst. City Engineers
Bonsall G. Ladomus
Mahlon Elliott
Commissioner of
Highways
William T. Cullis
Building Inspector
H. A. Fairlamb
Janitor
Thomas Foreman
Sewer Inspector
David Lynch
Paving Inspector
D. H. McCray
Postmaster
John A. Wallace
Collector of the Port
John L. Hawthorne
Port Warden
William H. Sproul
Harbor Master
Samuel Long
Wharf Tender
L. H. Pyle



COMMON COUNCIL

President
C. D. Willis
Clerk
Frank W. Harrison
Edward Dickerson
Harry W. Honan
John Creighton
Heston D. McCray
Owen J. Wood
William H. Morrison
R. F. Flickwir
Thomas Hargreaves
Jesse H. Blakeley
Chris. D. Willis
Edward Nothnagle
John C. Kepner
David W. Deakyn
D. M. Johnson, Jr.
Ellis B. McClenachan
Harry A. Taylor
William H. Mack
Augustus Rothfuss
George J. Hunter
S. B. Pennington
Andrew J. Johnson
James F. Desmond

SELECT COUNCIL

President, H. J. Riley Clerk, Chas. B. Ross.
W. H. Dempster James R. Bagshaw David B. McClure
Samuel E. Turner Robert J. Birkmire Thomas W. Crowe
Matthew S. Hatton Horace B. Davis Hubert J. Riley
William M. Boulden



BIRD'S-EYE VIEW OF RESERVOIRS AND FILTER PLANT

NEW CHESTER WATER COMPANY



J. L. FORWOOD
President

W. H. MILLER
Secretary

WALTER WOOD
Treasurer

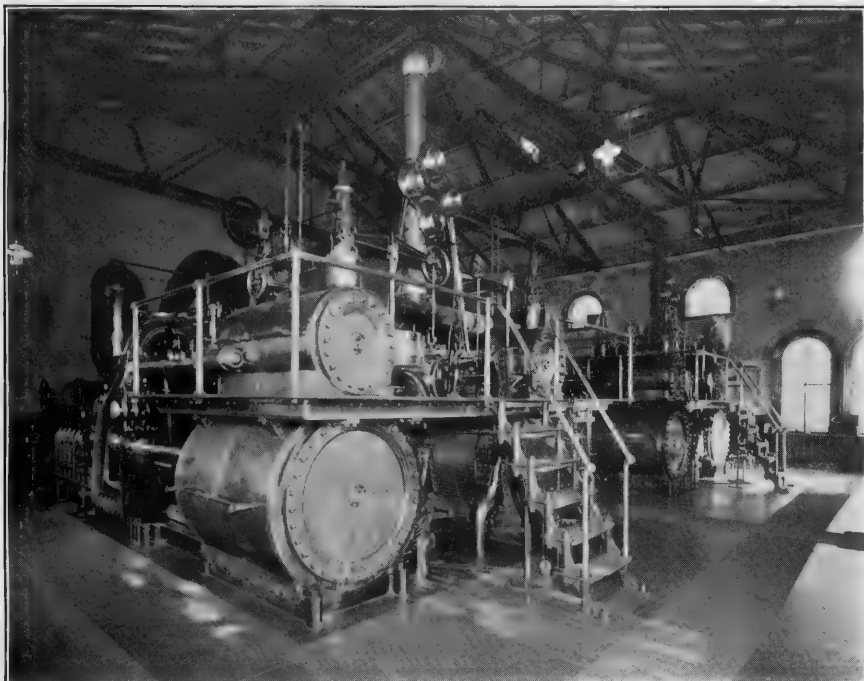
W. B. CHADWICK
Superintendent

PUMPING STATION

WATER SUPPLY—DELAWARE RIVER TO RESERVOIRS

Reservoir capacity, 19,000,000 gallons
Pumping Machinery, 2 Horizontal Compound
Condensing Pumping Engines
Capacity, 10,000,000 gallons daily

Distribution, 80 miles of mains, 4-in. to 30-in.
Average pressure, 70 pounds
150 Matthew's Hydrants
Filter Plant capacity, 4,000,000 gallons



INTERIOR PUMPING STATION



INTERIOR FILTER PLANT

Chester Volunteer Fire Department

SAMUEL PALMER, *Chief Engineer*
EDWARD McCAREY, *First Assistant Engineer*
LOUIS T. MONROE, *Second Assistant Engineer*

Moyamensing Hook and Ladder Company

President
G. W. Potter
Vice-President
Frank Diggins
Secretary
C. F. Worrillow
Recording Secretary
William Simpkins
Treasurer
T. M. Devers
—
1 Hayes Extension Truck
2 Horses



Good Will Fire Company No. 2

President
H. D. McCray
Vice-President
James Cook
Recording Secretary
James G. Murray
Financial Secretary
W. Rawnsley
Treasurer
Samuel Greenhalgh
—

1 Holloway Chemical Engine, with 2 35-gallon Tanks, 2 Horses
1000 feet of Hose



Franklin Fire Company No. 1

President
Edward McCarey
Vice-President
Thomas Sherrocks
Recording Secretary
Elmer Stringfellow
Financial Secretary
John K. Aydlotte
Treasurer
James L. Mott
—
2 Silsby Steamers, 2 Hose Carriages, 3 Horses
1500 feet of Hose



SAMUEL PALMER

Hanley Hose Company No. 1

President
William P. Ladomus
Vice-President
George Deemer
Recording Secretary
Louis G. Monroe
Asst. Recording Secretary
William Morris
Financial Secretary
William Morris
Treasurer
P. M. Washabaugh
—
1 La France Steamer, 1 Hose Cart, 3 Horses
1500 feet of Hose



Felton Fire Company No. 3

President
W. S. McDowell
Vice-President
Charles Moore
Recording Secretary
O. T. Pancoast
Financial Secretary
Oscar Stevenson
Treasurer
W. J. McDowell
—

1 Amoskeag Steamer, 3 Hose Carriages, 3 Horses, 1500 feet of Hose



First National Bank

Chester, Penna.

CAPITAL, SURPLUS AND PROFITS	-	-	-	-	\$355,000
INVESTMENTS	-	-	-	-	1,122,000
DEPOSITS	-	-	-	-	934,000
DIVIDENDS PAID SINCE ORGANIZATION	-	-	-	-	320,000



Directors

GEORGE M. BOOTH, Attorney at Law
MORTIMER H. BICKLEY, President Penn Steel
Casting and Machine Co.
WM. B. BROOMALL, Attorney at Law
R. E. ROSS, Mgr. Richardson & Ross Quarry Co.
WM. A. IRVING
Treasurer Jas. Irving & Son, Limited
President Irving & Leiper Manufacturing Co.

RICHARD PETERS, President Solid Steel
Casting Co.

HON. WM. C. SPROUL
"Chester Times"
President Seaboard Steel Casting Co.

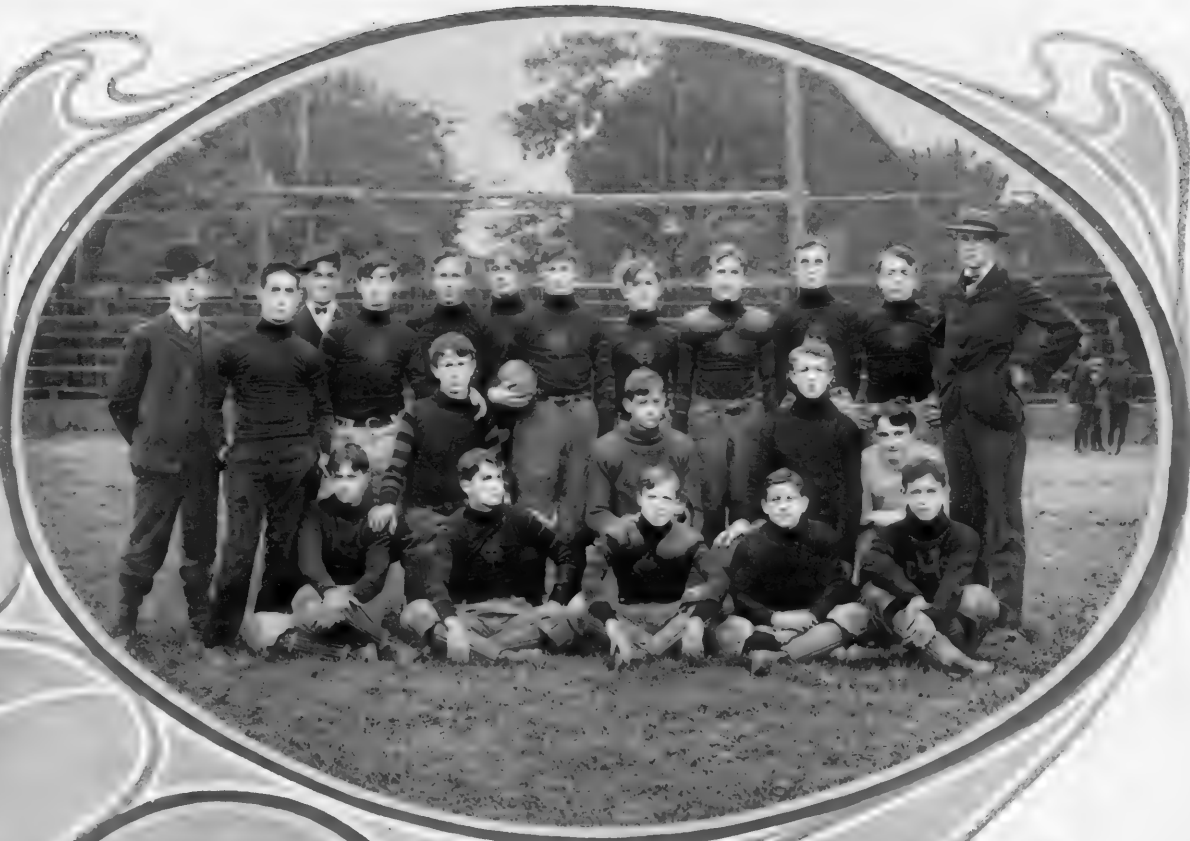
FRED. A. HOWARD

DENNIS HOWARTH

GEO. M. BOOTH, President

T. EDWARD CLYDE, Cashier

Blessed
C.H.S. FOOT-BALL TEAM.



CHESTER HIGH SCHOOL.



PROF. T. S. COLE,
PRINCIPAL.

MORNING
ASSEMBLY.



CAMBRIDGE TRUST COMPANY

CHESTER, PENNA.

CAPITAL STOCK	-	-	-	\$500,000.00
PAID-UP CAPITAL	-	-	-	\$250,000.00

OFFICERS

GARNETT PENDLETON, President
 HENRY B. BLACK, First Vice-President
 ELWOOD TYSON, Second Vice-President

P. M. WASHABAUGH, Treasurer and Trust Officer
 W. A. DYER, Secretary
 WILLIAM B. BROOMALL, Solicitor



HOME OF THE CAMBRIDGE TRUST COMPANY
 FIFTH AND MARKET STREETS

DIRECTORS

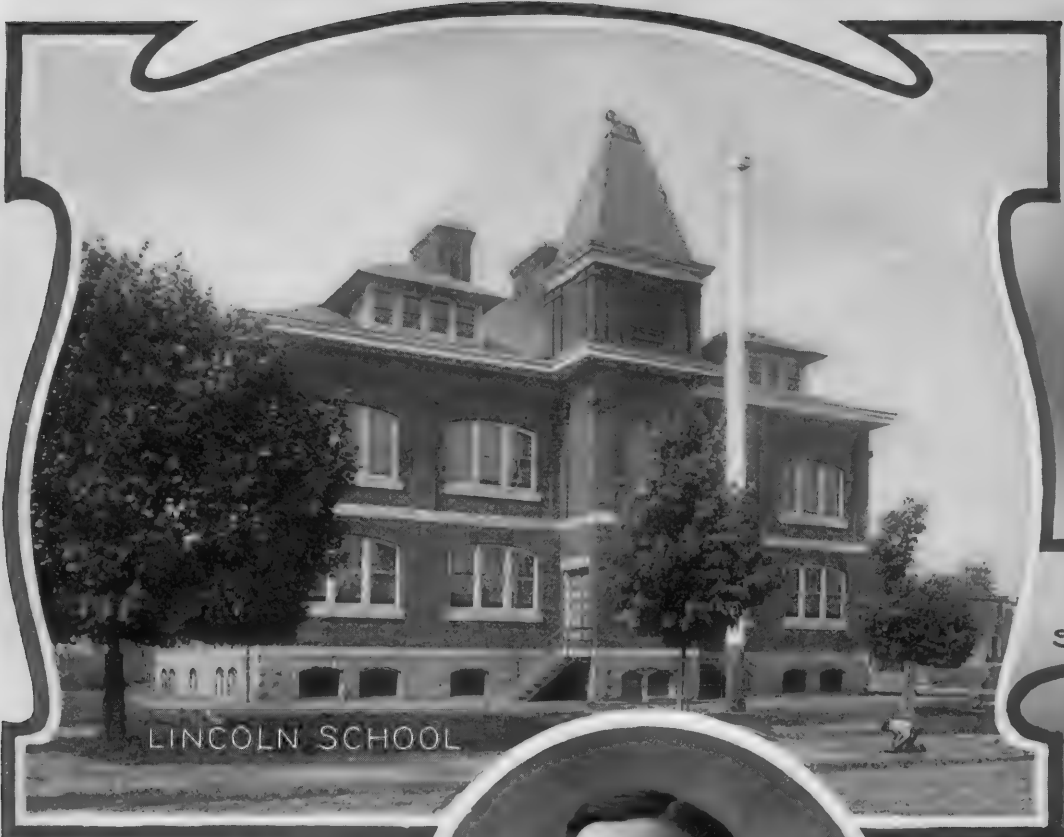
ROBERT WETHERILL, Robert Wetherill & Co., Engine Builders
 JOHN B. ROACH, President of the Delaware River Iron Shipbuilding and Engine Works
 HOWARD H. HOUSTON, C. B. Houston & Co., Steel and Iron Brokers
 HENRY B. BLACK, H. B. Black & Co., Edge Tool Works
 JOHN A. WALLACE, Editor and Proprietor, *Chester Times*
 RICHARD WETHERILL, Robert Wetherill & Co., Engine Builders

W. LANE VERLENDEN, President First National Bank of Darby
 GARNETT PENDLETON, Attorney and Counsellor at Law
 WILLIAM S. BLAKELEY, President Jordan Manufacturing Company
 ELWOOD TYSON, Manufacturer
 IRWIN D. WOOD, L. N. Wood & Bro., Merchants
 JAMES H. GARTHWAITE, Designer and Draughtsman
 J. CRAIG, JR., City Treasurer of Chester
 WILLIAM PROVOST, JR., Contractor and Builder
 P. M. WASHABAUGH, Washabaugh & Pendleton, Attorneys

INSURES TITLES

PAYS INTEREST ON DEPOSITS

EXECUTES TRUSTS



LINCOLN SCHOOL



DR. A. D. YOCUM
SUPT. OF CITY SCHOOLS



WM. M. BOWEN
PRES. CHESTER
BOARD OF
PUBLIC EDUCATION



W. B. THARP
PRIN. LARKIN SCHOOL



LARKIN GRAMMAR SCHOOL

CHESTER NATIONAL BANK

ORGANIZED 1883

CHESTER, PENNA.

Capital, \$300,000 00 Surplus, \$165,000.00



Directors

JOHN B. ROACH, President, Del. River Iron Ship Bldg. and Engine Works
 RICHARD WETHERILL, Robert Wetherill & Co., Engine Builders
 H. H. HOUSTON, C. B. Houston & Co., Steel and Iron
 H. B. BLACK, H. B. Black & Co., Edge Tools
 WILLIAM S. BLAKELEY, President Jordan Manufacturing Co.
 JOSEPH DEERING, Dry Goods Merchant
 GEO. C. HETZEL, Geo. C. Hetzel & Co., Woolens and Worsteds
 GEORGE B. LINDSAY, Attorney at Law
 J. FRANK BLACK

Officers

J. FRANK BLACK, President
 SAMUEL H. SEEDS, Cashier
 GEORGE B. LINDSAY, Solicitor

M. S. KEEL, Superintendent Safe Deposit Department

CHESTER NATIONAL BANK

CHESTER, PENNA.

Statement at close of business September 9, 1903, condensed from report to Comptroller of the Currency:

RESOURCES	
Loans and Investments	\$1,199,539.04
Overdrafts	126.99
United States Bonds	300,000.00
Premiums on United States Bonds	10,226.39
Banking House, Vault and Fixtures	71,896.38
Cash and Reserve	327,757.86
	<hr/>
	\$1,909,546.66
LIABILITIES	
Capital Stock	\$300,000.00
Surplus and Profits	189,932.60
Circulation	295,600.00
Deposits, Banks and Individuals	1,124,014.06
	<hr/>
	\$1,909,546.66

J. FRANK BLACK, President

S. H. SEEDS, Cashier



JOHN B. ROACH



WHEN the annals of the American Republic come to be fully written, the achievements of the great captains of industry who have organized and conducted the mighty manufacturing establishments, which have been the most pronounced development of the last century, will come in for a large share of attention. The men who, by their skill and ability, have paved the way for the great material wealth of the nation and the pre-eminence of American industrial activity will come to be reckoned as the peers of the statesmen and warriors and scholars of the times in the records of the American people.

The name of Roach is so essentially connected with shipbuilding in the United States that no history of this important industry could well be written without recounting the work of the father and son who have had so much to do with the inception and construction of the American Navy and Merchant Marine. Indeed, for more than a third of a century, the record of ship construction on this side of the Atlantic has been largely the history of the Roach firm.

The story of the life of the elder Roach, reading like a chapter from fiction, is widely known. The history of the Irish lad, who came here seeking for work and, little by little, accumulated experience, wealth and reputation until, at the time he was stricken down, the victim of a persecution inspired by political malice, he was the leading shipbuilder and one of the largest employers of labor on this continent, has been told by nearly every writer upon the men of achievement of the nineteenth century, and has furnished a favorite topic for those who would point out the marvelous possibilities of our land. John Roach's fame as a great organizer and executive, as a thinker and writer upon subjects relating to his business and the economics of trade and transportation, with special relation to shipping and the maintenance of navies, is secure. History also gives him credit for the manly qualities of mind and heart which made him a faithful friend and exemplary employer and a citizen of the highest value. John B. Roach, the son, has followed in his father's footsteps, and the honor which surrounds the family name has been augmented and maintained by the efforts of the son who, trained in his father's policies, has worthily carried on his work.

John Baker Roach was born in the city of New York on December 7, 1839. He was second in a family of seven sons and two daughters. His father, born in 1813, on Christmas day, had come to the United States from his home, in Mitchelstown, County Cork, Ireland, in 1831, and while a workman at the Allaire Works, Howell, N. J., had married Emeline Johnson, the daughter of a worthy family in Monmouth County. The Roach family was a prominent one in Ireland, for the name is correctly Roche, and the elder Roach was the son of a merchant, his people being well to do for the time and locality.

John B. Roach's boyhood was spent in and about New York, his father, already in succession an employing founder and engine builder and a contractor for large engineering projects, gave him the advantages of education which were at the time not readily accessible, and, after a course at a good academic institution in Greene County, N. Y., the young man went into the office of a merchant to get business experience. His health failing, he was obliged, about the time he became of age, to leave the city, and several of the best years of his life were spent on a farm in Dutchess County, N. Y. He was married, in 1861, to Mary Caroline Wallace, the daughter of David and Gertrude Wallace, of Staatsburg, N. Y.

The business of the firm of John Roach & Son, which absorbed several old-established foundry and machine concerns in New York, had grown in 1868 to such an extent that the Morgan Iron Works, at the foot of East Ninth Street, in New York City, had been added. This was one of the largest and most complete plants of the kind at the time, and its acquisition placed the Roach firm in the front ranks of engineering contractors. John B. Roach, always his father's confidential associate, had kept in

close touch with the affairs of the firm and when, in 1871, the shipyard at Chester, Pa., was purchased, and the preparations were under way to establish the business which has made the Roach name most famous, it was decided that the younger Mr. Roach should assume the active direction of matters at the works. So, in the fall of 1871, John B. Roach moved his family to Chester, and there, in the old city on the Delaware, which he has seen grow by leaps and bounds from a sleepy river town to one of the most noted industrial centers in the country, he has done his life's work.

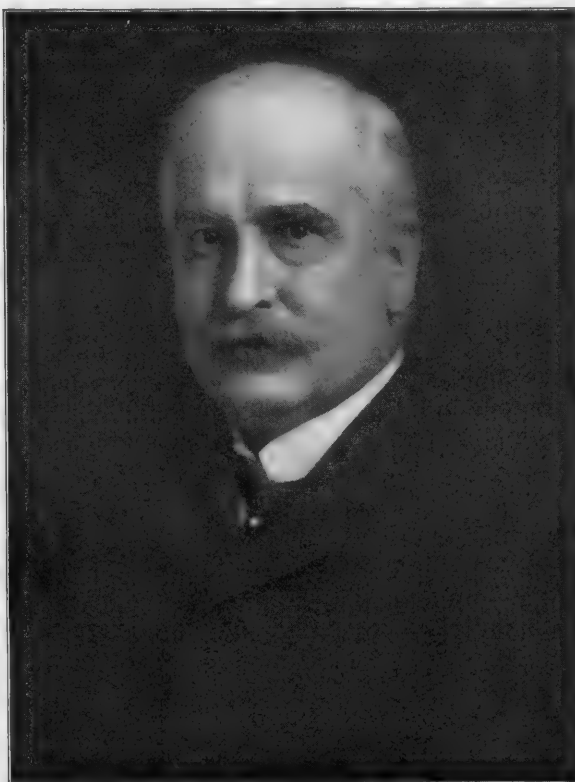
The Reaney, Son & Archbold Shipyard, at Chester, which had been purchased by the firm of John Roach & Son, was reorganized into the Delaware River Iron Shipbuilding and Engine Works, with John Roach as President and John B. Roach as Secretary of the corporation and the personal representative of his father, the owner, upon the ground. John Roach rarely came to Chester more frequently than once a week, so that the active direction of matters at the shipbuilding plant at once devolved upon the son.

The Chester yard was already a fairly well-equipped shipyard, having been founded in 1860 as a building and repair yard, and a number of vessels had been constructed there, including several monitors and other ships for the Government. The yard has a river frontage of about a quarter of a mile on the widest and deepest portion of the Delaware River channel, and is one of the finest natural sites for a shipyard that is to be found in the world. Immediately upon the purchase of the property, the Roach firm set out to build iron steamships upon a scale theretofore unheard of in the United States. New steamship lines were established and the old ones encouraged to add to their fleets the new iron ships which the old shipmasters, wedded to their bulky wooden hulls, were wont to sneeringly call "tin boats." One after another almost all of the steamship companies operating under the American flag placed orders for Roach ships, and in three years the force of workmen had increased to nearly 2000, while in the New York works and the affiliated industries engaged in supplying materials for the operations of the shipyard as many more were engaged.

Here, for a third of a century, the great foundries, forges and shops have turned out iron and steel steamships, which have included among their number many of the most noted vessels which have flown the American flag. At the time the business was started under the Roach name, the number of American-built iron vessels could almost

be counted upon the fingers of the hands, so that in building up its business the Roach yard had to blaze the way in an almost unknown direction. During the past thirty-two years, however, no fewer than 104 first-class steamships for merchant service, 10 vessels for the United States Navy and 47 other craft for various purposes have been constructed for and completed by the Roach Company. The aggregate value of this work is in the neighborhood of \$50,000,000, and about half of this immense sum has been distributed in wages in Chester, as a result of the shipyard operations. The great works have educated one of the finest bodies of mechanics to be found in any industry in the world, and Chester's ship artisans are to be found in every shipyard on this continent in leading positions of trust and skill. During all these years, too, although agitators have often endeavored to spread dissatisfaction among the workmen, the plant has never been closed by a strike, it having been Mr. Roach's policy to deal with his operatives directly and to listen in person to every legitimate complaint.

John B. Roach has been personally familiar with the details of the construction of every vessel which has been laid down in the yard, and few men in any business have the grasp of a complicated industry that he has of the shipyard, with its score of trades so different in their nature. The benders and punchers and fitters-up and riveters and chippers and caulkers, who erect the steel body of the ship; the boilermakers, blacksmiths, molders, machinists, engineers, coppersmiths, sheet-iron workers and pipe fitters, who fashion and install the power and machinery; the ship



JOHN B. ROACH

carpenters, who prepare the ship's berth and lay her decks and rails and finally send her down the ways into the element that is to be her home; the carpenters and joiners and carvers and polishers and painters and decorators and upholsterers, who build the cabins and finish them for palatial occupation; the riggers, who fit out the ship with her equipment ready for sea, with their affiliated trades, all of which are carried on in this big establishment,—recognize Mr. Roach as a critical judge of their handiwork and respect his knowledge of all their intricate duties. And one of the best evidences that he knows and requires good workmanship is the record of the Roach ships, and the fact that whole lines of vessels have been built by him, the owners returning for new vessels as needed to the builders of their earlier ships. The first ship undertaken by the Roach firm was the "City of San Antonio," a small vessel, which, after thirty-one years of service, is still in good condition, staunch and seaworthy. This vessel was for the Mallory Line, or the New York and Texas Steamship

is also a Roach product, while the noble ships of the Mallory Line, the New York and Cuba Mail, the Panama Line, the Savannah Line, the Old Dominion Line, the Pacific Coast Steamship Company and numerous other corporations have been built in the Chester yard. The work is being vigorously pushed forward now, and it looks as though John B. Roach might complete an even greater number and tonnage of ships during his presidency of the company than were built during the time that his father was in supreme command. Upon the death of John Roach, in 1887, John B. Roach was elected President of the Delaware River Iron Shipbuilding and Engine Works, and he has since had complete charge of the entire business.

Although his work in connection with the shipyard occupies him very completely, John B. Roach finds time to cultivate the social side of life. He is, however, very domestic in his tastes, and the family home, at Eighth and Kerlin Streets, in Chester, seldom misses him after nightfall. Mr. Roach is a member of



LAUNCH OF THE HAWAIIAN

Company, and at this writing the "San Jacinto," a magnificent twin-screw steamship of nearly 6000 tons, the finest coasting steamer ever constructed, is being completed for the same line.

During its more than three decades of work, the Roach shipyard has, in hewing out the way for the progress of American shipbuilding, built the first large iron steamship ever turned out in the United States, which was the Pacific Mail steamship "City of Peking," launched March 18, 1874, and which was, at the time of her completion, the largest in the world, with the sole exception of the misfit "Great Eastern." The "City of Peking" now after twenty-eight years of continuous service, during which time she has made scores of round trips across the Pacific Ocean, is still a leading ship of her line, and her machinery is as good as the day it was installed. The Roach yard built the first compound engines ever built in this country, the first iron sailing ship and the first steel vessels—the splendid "Chicago," "Boston," "Atlanta" and "Dolphin," the beginning of our new Navy. The largest steamboat, the splendid "Priscilla," of the Fall River Line,

the Union League, of Philadelphia; the Engineers' Club, of New York, and the Penn Club, of Chester, but his principal pleasure and relaxation is in his home. He is also a member of the New York Chamber of Commerce, and he is a director in the Seaboard Steel Coasting Company, the Chester National Bank and the Cambridge Trust Company, besides being identified with various other corporations in different lines of business.

Mr. and Mrs. Roach have had eleven children, five of whom grew to maturity. The eldest, Sarah E., became the wife of Charles E. Schuyler, of New York, but died in 1893, leaving no surviving child; the second, Emeline Wallace, married, in 1892, William C. Sproul, of Chester, now President of the Senate of Pennsylvania, and has two children, Forthly Wallace Sproul and John Roach Sproul; the third, Mary Garetta, married, in 1893, Dr. Frederick Farwell Long, Jr.; the fourth, John; married, in 1899, Hortense Moller, of Hoboken, N. J., and resides in New York, and the fifth, William McPherson, is unmarried, and resides at home.

ABERFOYLE MANUFACTURING COMPANY

MANUFACTURERS OF FINE TEXTILE FABRICS



MILL, CHESTER, PENNA.



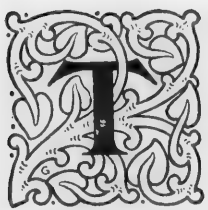
AS Chester is becoming noted as a textile-producing center, many of the pages of this edition must be taken up with brief descriptions of the plants that are rendering material aid in securing to us this reputation, and among them all we can find no more progressive concern than that conducted by the Aberfoyle Manufacturing Company, whose plant occupies a four-story building, 300 x 225 feet in dimension, fully equipped with the most improved dyeing, weaving and finishing machinery for the production of fine textile fabrics, the Company making a specialty of high-grade fancy cotton goods. In the different fabrics they weave the Company use every fiber that is spun, including coarse and fine cotton, Egyptian, Sea Island cottons, fine worsted yarns, woolen yarns, merino yarns, silk yarns and linens. They are at the present time placing on the market the largest quantity of mercerized goods of any mill in the United States. All their mercerizing is done on their own premises, by machinery designed by them and patented in nearly every civilized country in the world. The Aberfoyle Manufacturing Company exhibited at the Paris Exposition a display of fabrics which could not have been made at any previous exhibition, as they were not made in this country at that time, England, Scotland and France alone producing them. They were awarded a Gold Medal at the Paris Exposition of 1900; highest award at the World's Columbian Commission at the International Exhibition at Chicago in the year 1893 for novelties in cotton dress goods. For high merits they showed superior quality in all the goods they exhibited; bright and elegant colors, novelty and originality in the fancy goods, magnificent display of japonettes and zephyrs. In cotton flannel for excellent weaving, clearness and delicacy of colors and soft finish; cotton shirting, superior excellence of goods; even yarns, well-balanced construction and carefully woven designs, excellent and novel. The general appearance is beautiful. The business was started in 1883 by William T. Galey, the present Company having been incorporated for \$300,000 in 1889, and is officered by William T. Galey, President; Robert Wetherill, Vice-President, and Charles E. Lord, Treasurer and Secretary. The trade is each year extending its field, covering at the present time the whole United States. The Company are constantly producing many new fabrics and an endless number of patterns, and have secured a splendid reputation for placing on the market a line of goods combining originality and many free-selling features. There are 600 operatives, who are provided with the best of facilities for the rapid production of the output. The officers are thoroughly practical men, who personally supervise the workings of the entire establishment, the secret of their success lying largely in that fact and that they allow no goods to leave their mill unless up to the high standard maintained in the past by this Company. Productions of this mill are sold by Galey & Lord, Dry Goods and Commission Merchants, 57-59 Worth Street, New York City.

GALEY & LORD MANUFACTURING CO.

Manufacturers of Fine Textiles



MILLS, CHESTER, PENNA.



TRAFFIC is of inestimable importance in the advancement of a city, yet it is in the formation of raw materials into merchandise suitable and ready for general use that the foundations of large business centers are laid. Chester owes its existence to its manufacturing interests, and it is her proud distinction to boast of some of the largest and most noteworthy establishments in the United States. The mills of the Galey & Lord Manufacturing Company are among the best evidences of the City's long list of manufacturing plants, and they are conspicuous among those industries in which our citizens take a justifiable pride. The mills occupy substantial brick buildings, and are well lighted and ventilated, having the most improved sanitary arrangements, no pains or expense being spared to make the plant one of the most complete in arrangement, as well as equipment, to be found in the country. They have in use the most improved machinery known in this field of industrial activity, operating 600 looms, the entire establishment furnishing employment to 250 operatives. The business was started in 1895, the capital being \$305,000, and the officers, William T. Galey, President and Treasurer, and Charles E. Lord, Vice-President and Secretary. The plant occupies a building 250 x 124 feet—two stories, the Aberfoyle Manufacturing Company, which is the parent company, supplying the heat, power, electric light and doing their dyeing, mercerizing and finishing. The output possesses a fineness and finish which distinguish it in the open market, in consequence of which it finds a ready and quick sale, the trade extending all over the United States. Through indefatigable and well-directed efforts the officers have succeeded in building up a trade and reputation that attest their sterling business qualifications. They are at all times endeavoring to advance the interests of their employes, providing all safeguards to secure their safety and comfort, and are to-day paying the highest rate of wages ever paid since the business was started. Messrs. Galey and Lord's long industrial life in this city has succeeded in gaining the esteem and good will of their fellow-citizens.

Productions of these mills are sold by Galey & Lord, Dry Goods and Commission Merchants, 57 and 59 Worth Street, New York



DAVID S. BUNTING

DAVID S. BUNTING

One of the most successful business men of Chester, who is at the head of the largest lumber trade in the city, and is widely known and highly esteemed for his honesty, integrity and sterling ability, is a son of Josiah and Sarah (Sellers) Bunting, and a native of the city of Philadelphia, where he was born September 23, 1820. He was reared principally on the old Bunting homestead at Darby, Delaware County, to which his parents removed when he was yet a child. His education was received in the Friends' school at Darby, a boarding school at West Chester and a college at Wilmington, Delaware. Soon after completing his studies at the latter institution he engaged in farming and dairying at Upper Darby, this county, where he remained for a period of eight years. He then purchased a farm on Chester Creek, and continued the combined business of a farmer and dairyman until 1862, when he disposed of his farm, removed to the city of Chester and, in partnership with Joseph H. Hinkson, engaged in the lumber trade. The firm, then formed, continued in business until Mr. Hinkson's death, two years later, since which Mr. Bunting has carried on the lumber and coal business alone. Possessed of fine executive ability and a wonderful capacity for looking after details, the business has steadily increased under his energetic management until he now has the largest lumber trade in the city, and carries in stock the largest assortment of rough and dressed lumber to be found in the two counties of Delaware and Chester. This simple fact is a better commentary on the correctness

of his methods, and the conspicuous success which has crowned his commercial career, than whole pages of comment could be.

On March 9, 1843, Mr. Bunting wedded Hannah P. Serrill, a daughter of Benjamin Serrill, a grazier, of Darby, this county. To that union was born three daughters: Sidney P., who married Joseph W. Sharp, President of the National Bank at Berwyn, Chester County, Pennsylvania; Elizabeth, who became the wife of J. Charles Andrews, of Darby, this county, and Sarah S., now deceased, who was the wife of Josiah Bunting, chief of the dress-goods department of John Wanamaker's store in Philadelphia, and who, at her death, in 1888 left three sons, Joseph S., Sydney S. and Aubrey R. Bunting.

Politically, the subject of this sketch is an ardent Republican, and, although too much engrossed in active business to have either time or inclination for office-holding, he has several times been elected a member of the City Council, and his services in that body were recognized as useful and important. The corner stones of his eminent success in business are strict honesty in his dealings and an accommodating disposition which makes every patron a friend. He is pleasant and affable in manner, easily approached and enjoys the highest esteem of all who know him.

The Buntings are of English extraction, and the family was transplanted from Europe to America about the middle of the seventeenth century. Its first representatives on this continent were three brothers, one of whom settled at Crosswicks, N. J., another in Bucks County, Pennsylvania, and the third, Samuel by name, settled at Darby, now Delaware County. From the latter, David S. Bunting is descended. Samuel Bunting married a granddaughter of John Blunston, who emigrated from England in 1682 and settled at Darby, this county, where he took up a large tract of land.



RESIDENCE OF DAVID S. BUNTING



GENERAL VIEW OF LUMBER YARDS

John Blunston was a member of the Provincial Assembly for thirteen years, and several times held the position of Speaker of that body. He was also appointed by William Penn as a member of the Council of State and a Justice of Court, and frequently acted as attorney for people in England who held land in Pennsylvania. Josiah Bunting, paternal grandfather of David S. Bunting, was a native of Darby, this county, where he resided all his life. He owned a fine farm there and was a consistent member of the Society of Friends. His son, Josiah Bunting (father), was born and reared at Darby.

While yet a young man he went to Philadelphia, and in partnership with Joseph Watson, who for five years was Mayor of that city, he engaged in the lumber business there, the firm name being Watson & Bunting. They did a large business for a number of years, Mr. Bunting being engaged in the lumber trade in Philadelphia until 1832, when he sold out and purchased the old Bunting homestead, at Darby, to which he removed in the autumn of that year. There he spent the remainder of his life, dying in 1863, when in the ninety-first year of his age. He was a successful business man, a life-long member of the Society of Friends, and a Republican, politically, at the time of his death. In 1814 he married Sarah Sellers, a daughter of David Sellers, then of Philadelphia, though a native of Upper Darby, this county. She was born in Philadelphia, and died at her home in Darby, this county, in 1850, aged sixty-two years.

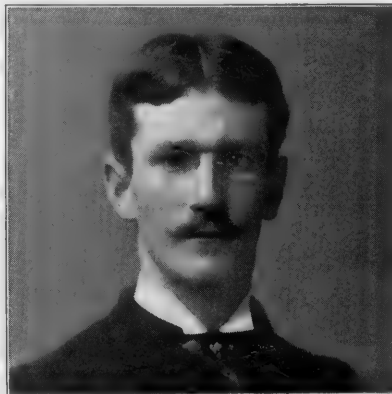
To them was born a family of seven children, four sons and three daughters, Rachel Sellers, Elizabeth, David Sellers, Sarah Hunt, Josiah, Samuel Sellers and Joseph.

The Sellers family is also one of the oldest in Pennsylvania, having been founded here by Samuel Sellers, who came over from Derbyshire, England, in 1682, and settled at Darby, then Chester, now Delaware County.

In June, 1684, he married Anna Gibbons, also from Derbyshire, they being the first couple ever married in the "Darby Meeting" of the Society of Friends. They had six children, the third, Samuel, being born December 3, 1690, and married, August 12, 1712, to Sarah Smith, also of English descent. To them were born seven children, of whom the youngest was John Sellers (great-grandfather), who was born September 19, 1728, and died February 2, 1804. His father having erected the first twisting mill in Pennsylvania, he learned the trade of weaver, but early displayed great mechanical ability, and invented the first wire-roll- ing screens and sieves for cleaning grain ever made on this continent. So successful was this invention, that he abandoned the manufacture of textile fabrics and devoted his attention to wire weaving. He was elected to the Assembly in 1767, and served five terms, besides holding many other positions of honor and trust. On February 26, 1749, he married Ann Gibbons, and they had, among other children, Nathan, David, John and George.

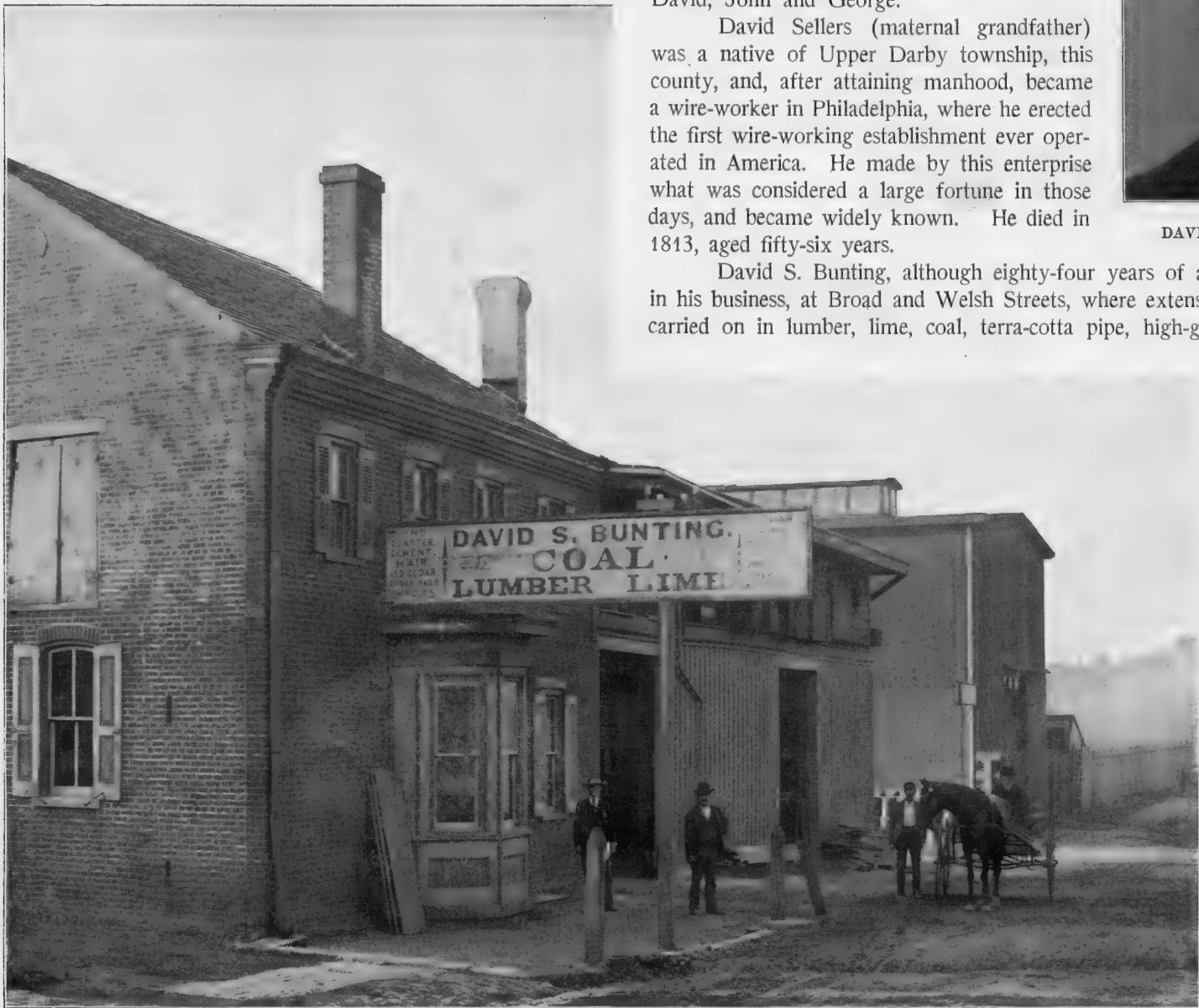
David Sellers (maternal grandfather) was a native of Upper Darby township, this county, and, after attaining manhood, became a wire-worker in Philadelphia, where he erected the first wire-working establishment ever operated in America. He made by this enterprise what was considered a large fortune in those days, and became widely known. He died in 1813, aged fifty-six years.

David S. Bunting, although eighty-four years of age, still continues in his business, at Broad and Welsh Streets, where extensive operations are carried on in lumber, lime, coal, terra-cotta pipe, high-grade cements and



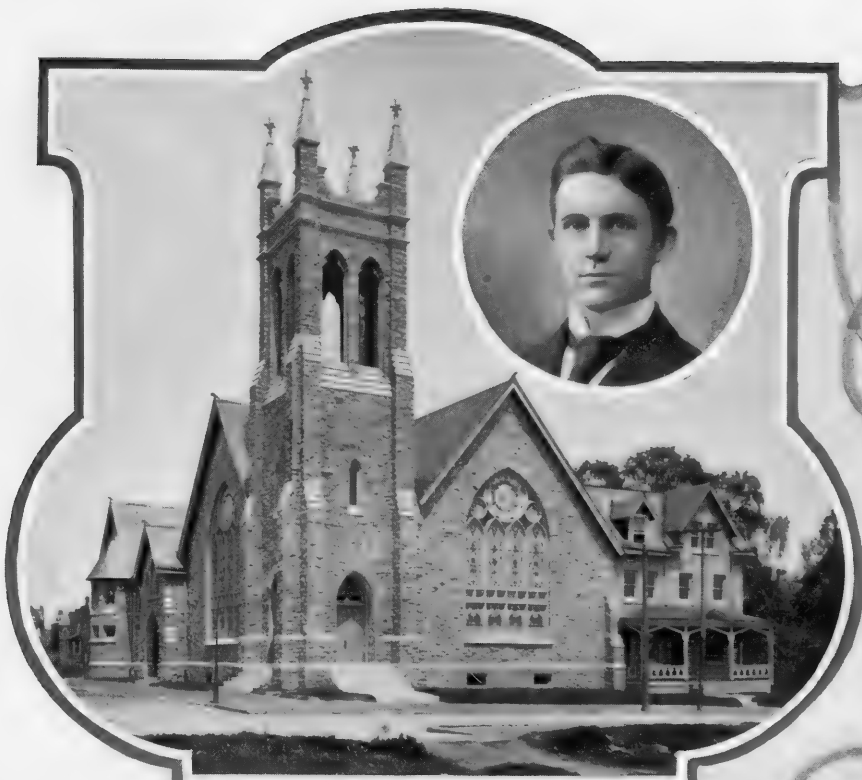
DAVID BUNTING ANDREWS

building supplies. The active interests of the business are carefully and conscientiously looked after by Mr. Frank M. Flaville, as General Manager, while Mr. David Bunting Andrews, a grandson to David S. Bunting, is Superintendent and the success of the business speaks volumes for its management.

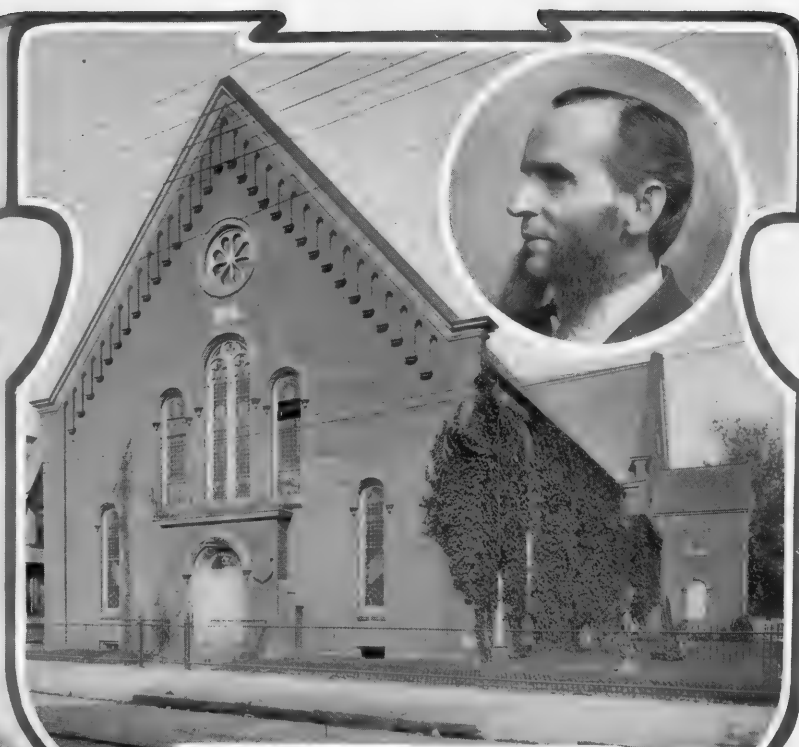


OFFICE

STORAGE HOUSES



1ST BAPTIST CHURCH
REV. J. M. T. CHILDREY PASTOR



TRINITY M.E. CHURCH
REV. J. W. SAYERS D.D. PASTOR



3RD PRESBYTERIAN
CHURCH



ST. PAUL'S P.E. CHURCH



1ST PRESBYTERIAN
CHURCH



MADISON ST. M.E. CHURCH REV. W. H. SHAFER
PASTOR



HOLY TRINITY LUTHERAN CHURCH

Geo. C. Hetzel Company

Chester, Pennsylvania



Manufacturers of

Worsted and Woolens

For Men's and Women's Wear



H. S. RILEY PROP.
CHESTER COAL
& EXCAVATING
Co.



JOSIAH SMITH
DIST. ATTY. OF DEL. CO.



OSCAR STEVENSON
STEVENSON
Co.



C. E. STAFFORD PRES.
TIDEWATER STEEL CO.



HON. ISAAC JOHNSON
PRES. JUDGE OF THE COURTS OF DEL. CO.



J. FRANK BLACK PRES.
CHESTER NATIONAL BANK



WM. L. MATHUES
STATE TREAS. DA.



HON. WM. C. SPROUL
PRES. SEABOARD STEEL CASTING CO.



A. P. MUSSELMAN
CHESTER STEAM
LAUNDRY & DYE WORKS



COL. T. E. CLYDE
CASH. IST. NAT. BANK



BENJ. C. FOX
ATTY. AT LAW



WM. I. SHAFFER
ATTY. AT LAW

PENN STEEL CASTING AND MACHINE COMPANY

MANUFACTURERS OF OPEN-HEARTH STEEL CASTINGS TO ANY REQUIREMENTS OR SPECIFICATION
NO CASTING TOO LARGE FOR OUR CAPACITY
THESE ENGRAVINGS TELL THE REST



FRONT VIEW—PENN STEEL CASTING AND MACHINE COMPANY, CHESTER, PENNA.



MOULDING FLOOR



MACHINE SHOP



FIREPROOF SAFE AND PATTERN SHOP



CHIPPING SHOP



REAR VIEW FROM RIVER FRONT



RESIDENCE OF
ROBERT WETHERILL



RESIDENCE OF
HON. WM. C. SPROUL



RESIDENCE OF JOHN B. ROACH



RESIDENCE OF J. FRANK BLACK



RESIDENCE OF RICHARD WETHERILL



COKE OVENS

DELAWARE RIVER FRONT

BLAST FURNACES

TIDEWATER STEEL COMPANY

CHESTER, PENNSYLVANIA

MANUFACTURERS of fire-box, boiler, ship and tank plate, foundry and basic pig iron, basic open-hearth steel ingots, billets and slabs. In addition to the water connection, the works have direct rail connection with the Pennsylvania, the Baltimore and Ohio and the Philadelphia and Reading Railway systems. This property as now completed, consists of a blast furnace, five 50-ton open-hearth basic steel furnaces, one 72-inch plate mill, one 112-inch plate mill and a 32-inch blooming mill, with all the necessary hydraulic, electric and other mechanical appliances necessary to a plant of this kind. The Company owns and uses for its own purposes five locomotives, and it is estimated has about eleven miles of track situated on its property, a portion of this being a branch railroad connecting with the Philadelphia, Baltimore and Washington, about three-quarters of a mile distant.

The Company has within fifteen miles the following shipyards: Delaware River Iron Shipbuilding and Engine Works, Pusey & Jones, Harlan & Hollingsworth Company, Delaware River Iron Shipbuilding and Engine Works (Roach's), New York Shipbuilding Company, John H. Dialogue, Neafie & Levy and Cramps. In addition to this it is connected both by outside route and canal water transportation with the shipyards situated in New York, New Jersey and along the Sound; also with the Maryland Steel Company, situated at Sparrows Point, and the Newport News Company.

Beginning with the inception of the plant, it has produced plates for ships constructed by the Delaware River Iron Shipbuilding and Engine Works (Roach's), the more recent ones, however, being the "City of Memphis," "City of Macon," and No. 324, not yet named, for the Ocean Steamship Company; "City of Chester," for the Chester Shipping Company, and the "San Jacinto," for the New York and Texas Steamship Company.

The new coke-oven plant will be in operation about January 1, 1904, from which the Company will receive all the coke consumed in its blast-furnace department. The Suburban Gas Company, of Philadelphia, will receive a good portion of its gas supply for this district, and all the by-products from such a plant will be utilized to good advantage.

The position of the Company is unique. It is the only plate mill east of the Alleghenies near the great shipyards and coast cities which begins with the ore and finishes with the material ready to be placed in the ship. The direct metal process is used. The molten metal from the blast furnace is converted into steel at the open-hearth furnaces; the resulting steel, still retaining its initial heat, is rolled at the blooming and plate mill into the finished product. The above practice is carried out by the leading rail mills, resulting in great economies, but by no other Eastern plate mill.

Geographically, it is the best situated plate mill for instant deliveries to the shipbuilders on the seaboard.

While the export feature in this trade at the present time is not prominent, it must be remembered that this Company, situated on the tidewater, pays no railroad freight charges on foreign ores (which it uses). It receives from the United States Government on export business a drawback of 99 per cent. of the duty paid. This Company, then, practically works under free-trade conditions, giving it a great advantage in export business over its competitors in the United States, who are compelled to operate under high-tariff laws.

POURING A HEAT

OPEN HEARTH



TIDEWATER STEEL WORKS

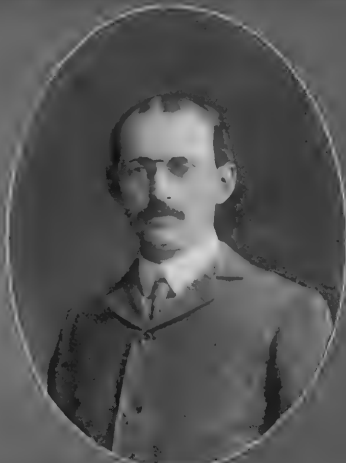
The steel plates for the hulls and boilers of the early United States cruisers were first successfully made at these works. Among the later notable boats for which these works have furnished the plates are the German Emperor's yacht "Meteor" and two Mexican gunboats.

C. E. STAFFORD	- - - - -	PRESIDENT
W. B. JOHNSTON	- - - - -	SECRETARY AND TREASURER
C. F. BERKENBUSH	- - - - -	GENERAL SUPERINTENDENT





HIRAM HATHAWAY JR.
ATTORNEY AT LAW



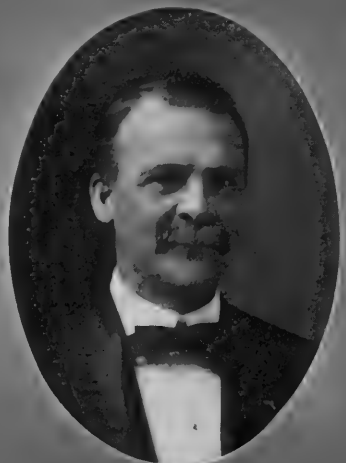
J.D. SHATTUCK
MGR. SUBURBAN GAS CO.
OF PHILA.



ALBERT DUTTON MAC DADE
ATTORNEY AT LAW



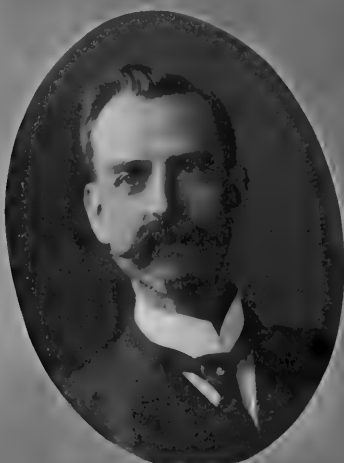
FRANK SCHMIDT
GROCER



JESSE W. RAWCLIFFE



JOSEPH SCHMIDT
GROCER



E.F. WHITE
UNDERTAKER



S.L. ARMOUR



THOMAS J. CRUMBIE
UNDERTAKER



JOHN HAMILTON

A MOST active industry of Chester is that of John Hamilton, manufacturer of sash, doors, blinds, hard woods for interior finish, packing boxes, etc. The business was established in 1874 and has had a most successful career. Many of the largest and most costly buildings erected in Chester and vicinity were fitted out with millwork from this establishment. The very latest improved machinery is used in turning out the product of this rapidly increasing and long-established enterprise. A specialty is made of rolls for washers in woolen mills, beams, shells and other turned work for factories.

About fifty skilled and other workmen are given steady employment. There is also a big variety and large stock of Western millwork kept on hand at all times.

A Pennsylvania Railroad siding connects the plant with the main line and every facility for handling large shipments is provided. Large cargoes of lumber are received annually by vessels, besides large quantities being received by rail.

The plant, which covers an area of 16,000 square feet, is located at Sixth and Barclay Streets and Pennsylvania Railroad.

T. I. BIRKIN & COMPANY

THE Simeon Cotton property, with considerable additions, is now occupied by the lace-curtain firm of T. I. Birkin and Company, an English corporation, operating lace-curtain factories at Nottingham, England; Glasgow, Scotland; Oelsnitz, Saxony, and Warsaw, Russia, in addition to the Chester mill, and having offices in New York, Chicago, San Francisco, London, Paris, Berlin, Toronto and Melbourne. The Chester plant employs about two hundred and fifty people, all experts, skilled in their respective branches of the work of turning out a lace curtain. This firm has been one of the busiest in Chester during their six years' occupancy of this property, and new machinery and enlargements are continually being made. The United States business is in charge of J. W. Smith, who has been General Manager in the United States for the past fifteen years. The product of the mill is directly distributed to every state in the Union, and has the reputation of being unexcelled in design, weave and finish.





STACY G. GLAUSER AND SON

Stacy G. Glauser & Son started in the lumber business in Chester, July 1, 1893, coming from Newville, Pa., where they had previously been engaged in the same business.

They first started a yard at Second and West Streets, in the old Borough of South Chester, moving to their present location in May, 1896.

During the following year, they rented the Hinkson planing mill at Fourth and Penn Streets, and continued to operate there until it became too small for their rapidly growing business.

On October 1, 1902, ground was broken for a new factory, which was completed and put into operation February 1, 1903.

This is the most complete planing-mill plant in this section of the State, being fully equipped with a double set of the latest improved wood-working machinery. The power plant consists of two 70-horse-power boilers and a 120-horse-power engine, with a 60-in. blower for removing refuse from all parts of the mill.

Special attention has been paid to producing nothing but high-grade millwork, of any description and for any kind of building.

Some of the finest residences of Chester and Delaware County and a number of the recently built factories and mills of Chester have received the millwork from Glauser & Son, a few being The Henry Roever Co., Victoria Plush Mills of Springfield, Schaffer Law Building and Pennsylvania Railroad Station at Lamokin.

The lumber office is at Parker Street and P. B. & W. Railway. Here is located the warehouse for stock millwork, with a frontage on Parker Street of 70 ft. and 110 ft. in depth.

The lumber yard extends from Parker to Fulton Street. All lumber of better grade is kept under cover, as the yard contains four hundred and fifty feet of double-deck sheds. A full stock of all kinds of building material is kept on hand, and they are in shape to furnish material for any size operation.

Prompt delivery has always been a feature of this institution, and to make this possible they own six double teams, which are constantly kept employed.

Their office is equipped with all the modern devices, and their office system keeps them in touch with every detail of their large business.

Having the lumber yard and mill connected, contracts can be made to furnish all the material for a building.

The P. B. & W. Railway has a siding through the lumber yard, which greatly facilitates the handling of material.

The manufactured millwork handled by this firm is shipped in carloads from the big Western mills in Michigan and Wisconsin, and their warehouse contains the largest stock of millwork and stairwork in any town outside of the large cities.

THE HENRY ROEVER COMPANY

Was organized in May, 1902, under the laws of Pennsylvania, with a capital stock of \$300,000, with the following officers: Henry Roever, President; Hon. William C. Sproul, Vice-President; Josiah Smith, Treasurer, and William McGowan, Secretary.

Several years ago, Mr. Roever, while in Cincinnati, after careful consideration, concluded to organize a company that would locate its plant at tidewater, for the refining of glycerine and oils and the manufacture of soaps and candles. The advantages of a good location at Chester were presented, and the present site at the foot of Market Street was selected as embracing all the conveniences and favorable facilities for a manufacturing concern of the magnitude of this Company.

The Henry Roever Company is composed of five departments, as follows: Glycerine, Soap, Candle, Modoc and Refinery.

The glycerine plant is up to date in every respect and is one of the best in the country. The advantage of the location for this department is emphasized in that there is more glycerine bought and consumed within a radius of twenty miles of Chester than in any other similar tract of territory anywhere in the country.

The department of soap, with its machinery and modern appliances and facilities for manufacturing to advantage both in laundry and toilet soaps, will enable this Company to attain a prominent position among the larger concerns of the country in the manufacture of soap. Its chief product will probably be "Roever's

Blue Naptha Soap," embracing features such as no other laundry soap does. It bleaches well and yet does away with the use of bluing. It cleanses thoroughly and saves the annoyance and much of the labor and expense of any other laundry soap. It is a time-saver, labor-saver and money-saver.

In the department of modoc there is manufactured a liquid car cleaner, for cleaning and polishing varnished surfaces. "Modoc Liquid Car Cleaner" not only cleans thoroughly, but it produces a luster and polish on a varnished surface. The cleaner is used principally by the railroads of this country, the Pennsylvania Railroad being the largest customer. A Modoc bar soap is also made that is considered by those who use it to be the best scourer and polisher of metals on the market anywhere.

The department of candles is of greater importance than generally supposed. In these days of gas and electric lighting, the thought is prevalent that candles are used but little. As a matter of fact there is a large and constant demand for them, and especially in this part of the country, for use among the miners.

The department of refinery will be of great importance to the Company. It will not only refine oils but will produce stearic acids, red and elaine oils and allied products.

These departments, with their importance and magnitude, place The Henry Roever Company among the leading concerns of Chester.





CHESTER SHIPPING COMPANY

ARCH STREET WHARF, PHILADELPHIA MARKET STREET WHARF, CHESTER

Chester is most admirably provided with transportation facilities; indeed, in this respect, no city of its size surpasses it. Among the more important lines engaged in forwarding to and from the manufacturing establishments and business houses in this thrifty city is the Chester Shipping Company, which absorbed the Chester Freight Line, an old-established transportation line on the Delaware River. It has two staunch and capable boats in the steamers "Chester" and "Riverside," both of which are practically new. These boats are 150 feet long, with heavy steel hulls and modern compound machinery, and are capable of making the trip to or from Philadelphia in a little over an hour, thus enabling shippers to have goods laid on their pavement in a few hours after they have placed their order.

Two round trips are made to Philadelphia daily the entire year, and its connections enable quick communication with New York, Providence, Boston and all points in the East, as well as Baltimore, Richmond, Savannah, Charleston and all points in the South, Southwest and West. This Company offers ample facilities for forwarding and storing freight. Its officers are closely identified with the growth and business thrift of Chester, and its patrons are sure of courteous and generous treatment. Its officers are:

President, HON. WM. C. SPROUL
Secretary and Treasurer, JOSIAH SMITH
Superintendent, J. CRAIG, JR.

Directors

RICHARD WETHERILL	JOSIAH SMITH
WM. A. IRVING	JOSEPH DEERING
WM. J. MCCLURE	HOLLAND F. RHOADS
	HON. WM. C. SPROUL

THE FAYETTE MANUFACTURING COMPANY

Is an incorporated company of Pennsylvania and manufactures magnesia and chrome brick and is the largest handler of magnesite and chrome ore in the United States. The magnesite comes from the Austrian mountains in Veitsch, and is shipped from Trieste, Austria, by steamers which arrive in Chester at the rate of about three per month. The chrome ore is imported from Turkey, Cuba and Canada.

Magnesia and chrome brick are the most refractory bricks known. Magnesite bricks stand temperatures from 4000° to 5000° F., and are used in the open-hearth steel furnaces, where basic steel is manufactured, in refining and smelting furnaces, both in connection with the copper, gold and silver industries, and also in the lining of rotary kilns of the different cement works. Chrome bricks are used by the different steel works exclusively.

The dead-burned magnesite and chrome ore are used in the making of bottoms of the basic open-hearth steel furnaces, being able to withstand the intense heat and also the basic action of the slags used in purifying the steel.

The Fayette Manufacturing Company first started with the small works at Layton, Pa., and was the pioneer of the magnesite business in the United States, handling as it does, exclusively, the celebrated "Carl Spaeter" brand of magnesite of Coblenz, Germany, but whose mines are in Veitsch, Austria.

The new works of the Fayette Manufacturing Company are probably the most up-to-date brick works in the world, and employ a large number of hands. This Company manufactures from fifteen to twenty thousand brick per day, and imports about sixty thousand tons of the raw material per year. The general offices are located at the works at the foot of Welsh Street. The officers are:

E. M. ALLEN, President
G. U. HAMILTON, Secretary and Treasurer



BALTIMORE AND THE SOUTH by the Baltimore & Philadelphia Steamboat Co.

A beautiful inland route—Delaware River, Chesapeake and Delaware Canal and Chesapeake Bay.

ERICSSON LINE

Steamers leave daily, except Sundays, New Year's Day, 4th of July, Thanksgiving and Christmas.

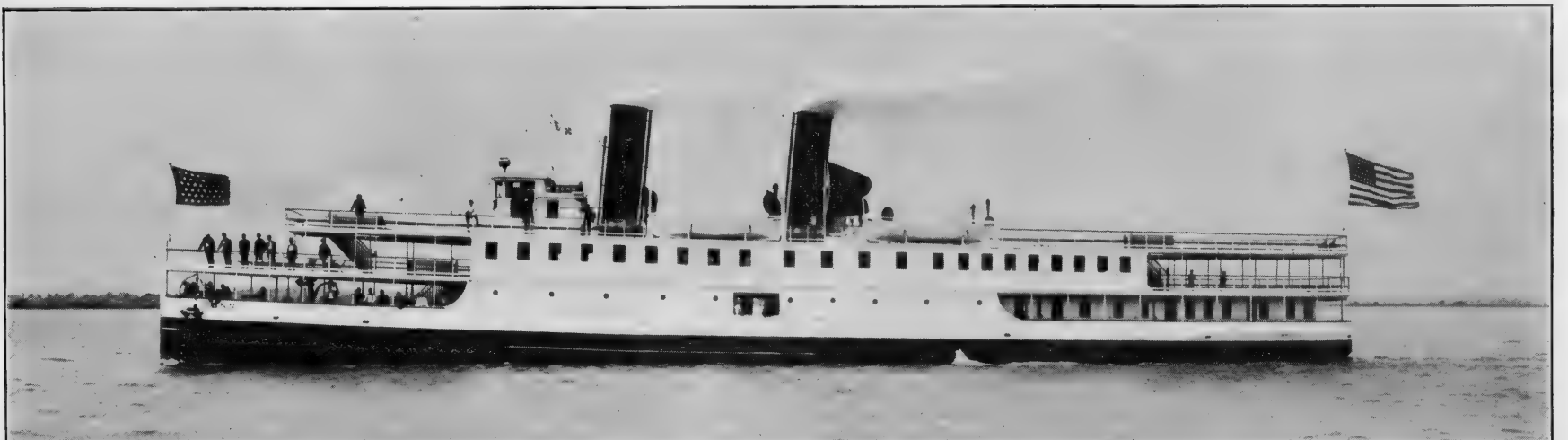
RATE OF FARE

One Way, Cabin, \$2.00; Deck, \$1.50. Excursion, Cabin, \$2.50, good 15 days. Staterooms, extra. Meals, 50 cents.

Also through tickets to Washington, D. C., Norfolk, Richmond, Old Point Comfort, Va., and other points South.

SPECIAL DAY BOATS

The new twenty-knot steamers, "Penn" and "Lord Baltimore." Commencing from June 1st until October 1st. Leaving 7.30 A.M. daily, including Sundays. All these steamers stop at Consumers Ice Company's Wharf, Chester, both ways.



WM. PROVOST, JR.

The leading contractor and builder of Chester is Wm. Provost, Jr. Many of the handsomest residences and largest manufacturing plants have been constructed by him.



RESIDENCE OF ROBERT WETHERILL

MR. PROVOST is thoroughly equipped for fine or heavy work. He is prepared to furnish sites, plans and specifications; erect manufacturing plants, including the installation of power. Correspondence is invited from all who may wish information along these lines.

The following is a partial list of the more important buildings erected by Mr. Provost in Chester and vicinity:

D. Trainer Sons, Patterson Mill Company, Huston Manufacturing Company, Arasapha Manufacturing Company, Standard Spinning Company, Johnson Frog and Switch

Works, American Steel Casting Company, Chester Pipe and Tube Company, Jas. Irving & Sons' Mills, Crumm Lynne Iron Works and South Chester Tube Works.

Residences of Messrs. J. E. Woodbridge, Elwood Tyson, David Appleby, S. C. Turner, J. N. Wilson, Joseph Messick, Samuel Lyons, Esq., Harry Roth, H. B. Birtwell, Rich. Wetherill, Robert Wetherill, John L. Black, Wm. Provost, Sr., Isaac Worrall, E. E. Trainer and W. E. Trainer.

Among the buildings erected by Mr. Provost and illustrated in this Souvenir History will be found the following:

Aberfoyle Manufacturing Company, Galey & Lord Manufacturing Company, George C. Hetzel Company, Penn Steel Casting Company, Robert Wetherill & Co., Sharpless Dye-wood Extract Company, Delaware County Trust Company Building, Delaware County Gas Company (Now Suburban Gas Company), Moyamensing Hook and Ladder Company, Chester Free Library, Cambridge Building, Penn Club, Fayette Manufacturing Company, The Henry Roever Company, T. I. Birkin & Company, Shaffer & Smith Office Building, Chester High School and St. Paul's P. E. Church and Third Presbyterian Church.



ABERFOYLE MANUFACTURING COMPANY

ROBT. M. JANNEY, *President*

F. H. SHELTON, *Secretary*

J. D. SHATTUCK, *Manager*

SUBURBAN GAS COMPANY O F P H I L A D E L P H I A

Office, 517 Market Street, Chester, Penna.

T E L E P H O N E N U M B E R 2 0 4 C H E S T E R

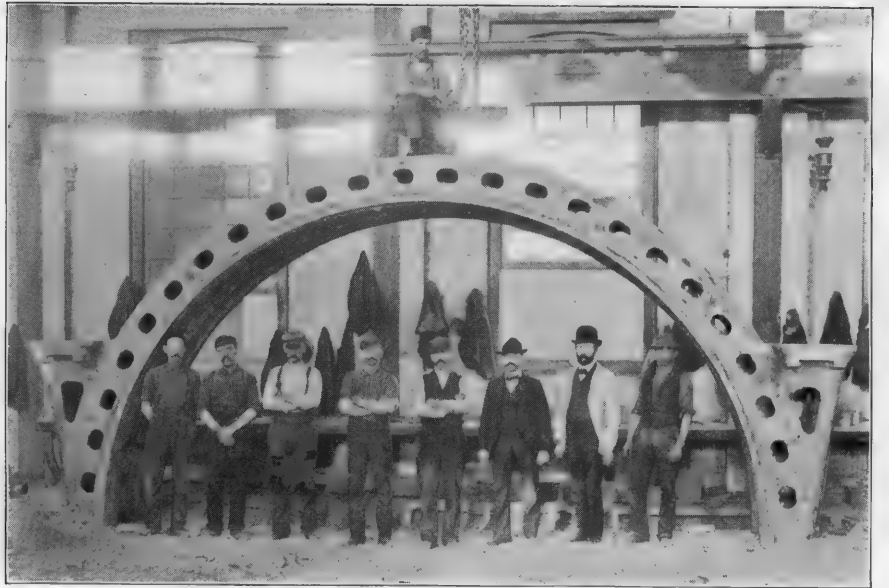
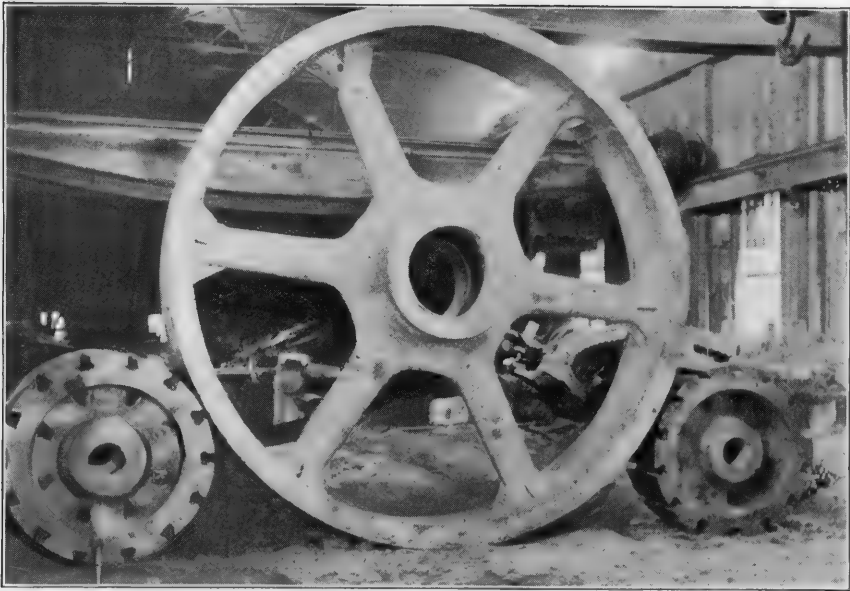


HE Suburban Gas Company, of Philadelphia, was incorporated in April, 1902, and purchased the Delaware County Gas Company, Philadelphia Suburban Gas Company and the Media Gas Company. In purchasing the Delaware County Gas Company, it acquired the control of the Chester Gas Company through lease. This consolidated Company operates in all the territory bounded by Philadelphia on the northeast and by State of Delaware on the southeast. It has extended its mains in all directions from Darby, Chester and Media, territory of the original companies, until it has given all the intervening country a comprehensive gas service. This year it has extended its mains to Marcus Hook, and tied that territory to the Chester district. It has been very liberal in its management, selling fuel appliances at cost and connecting them free, thereby putting gas into households of many poor people that could not otherwise have had it. It is constantly investigating all new fuel and light appliances to give the people the best possible service.

The capital stock of the Company is \$1,500,000 and it has practically the same amount of bonded indebtedness. In addition to the extension of its mains, it is spending, in the year 1903, one-half a million dollars in the improvements of its present plant at the Tilghman Street Works, Chester, which is being made practically three times the size of the plant when purchased. In addition it is building a large coke-oven plant, which will eventually produce a great deal of cheap fuel on a par with anthracite, but which at present will be largely used by the Tidewater Steel Company.

The officers of the Company are: Robt. M. Janney, Philadelphia, President; F. H. Shelton, Secretary and Treasurer; J. D. Shattuck, Vice-President and Manager. The above three compose the Board of Directors, together with the following gentlemen: Chas. R. Miller, Frank E. Battles, W. J. Collins and R. E. Robinson, of Philadelphia, and O. B. Dickinson, of Chester. The Suburban Gas Company, of Philadelphia, gives employment to an average of 100 men throughout the year, most all of whom are skilled mechanics.

The Company carries on branch offices at Darby and Media, and has local arrangements for paying bills in most of the boroughs in which it operates. It has nearly 10,000 consumers in Delaware County, and is a very healthy, growing concern.

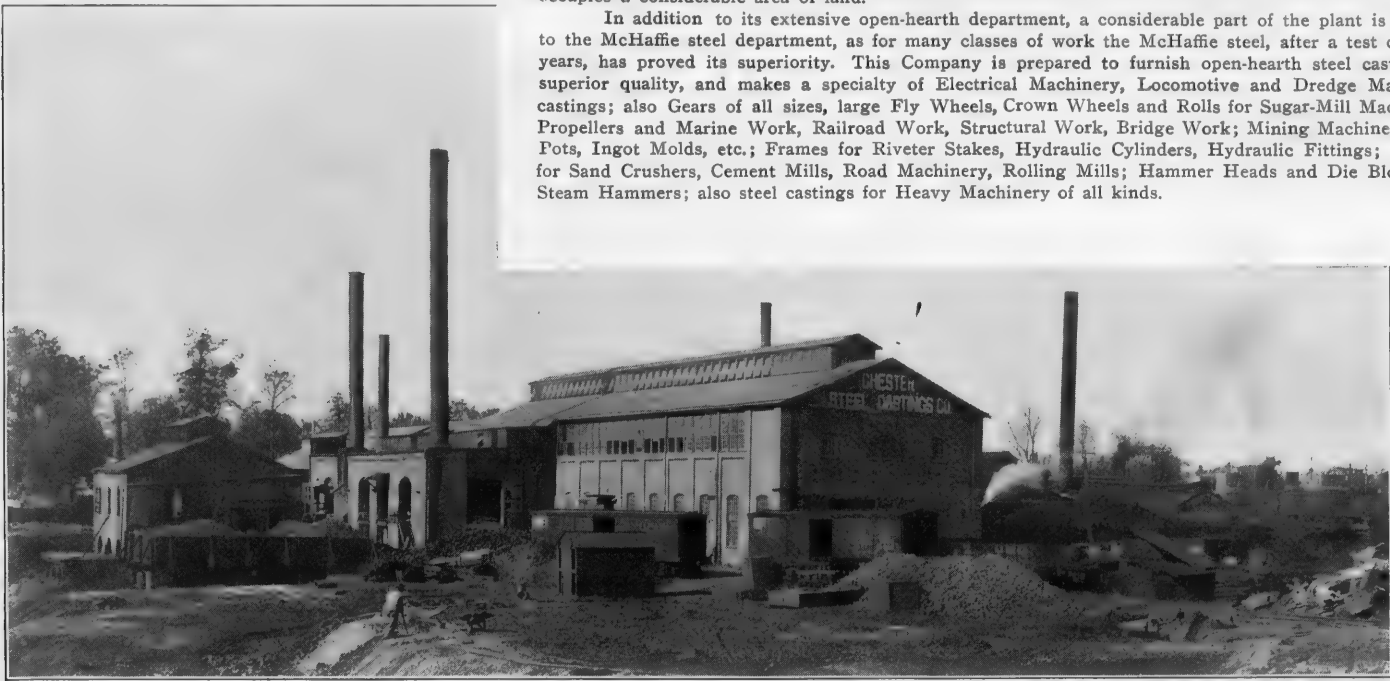


CHESTER STEEL CASTINGS CO.

The subject of this sketch, the Chester Steel Castings Co., has secured a reputation for its product which extends all over the United States, and foreign countries as well. The business was started in 1870 as the McHaffie Direct Steel Castings Company, the present Company succeeding them in 1873.

The Company has gradually increased its trade and extended its facilities until to-day its plant occupies a considerable area of land.

In addition to its extensive open-hearth department, a considerable part of the plant is devoted to the McHaffie steel department, as for many classes of work the McHaffie steel, after a test of many years, has proved its superiority. This Company is prepared to furnish open-hearth steel castings of superior quality, and makes a specialty of Electrical Machinery, Locomotive and Dredge Machinery castings; also Gears of all sizes, large Fly Wheels, Crown Wheels and Rolls for Sugar-Mill Machinery; Propellers and Marine Work, Railroad Work, Structural Work, Bridge Work; Mining Machinery, Slag Pots, Ingot Molds, etc.; Frames for Riveter Stakes, Hydraulic Cylinders, Hydraulic Fittings; castings for Sand Crushers, Cement Mills, Road Machinery, Rolling Mills; Hammer Heads and Die Blocks for Steam Hammers; also steel castings for Heavy Machinery of all kinds.

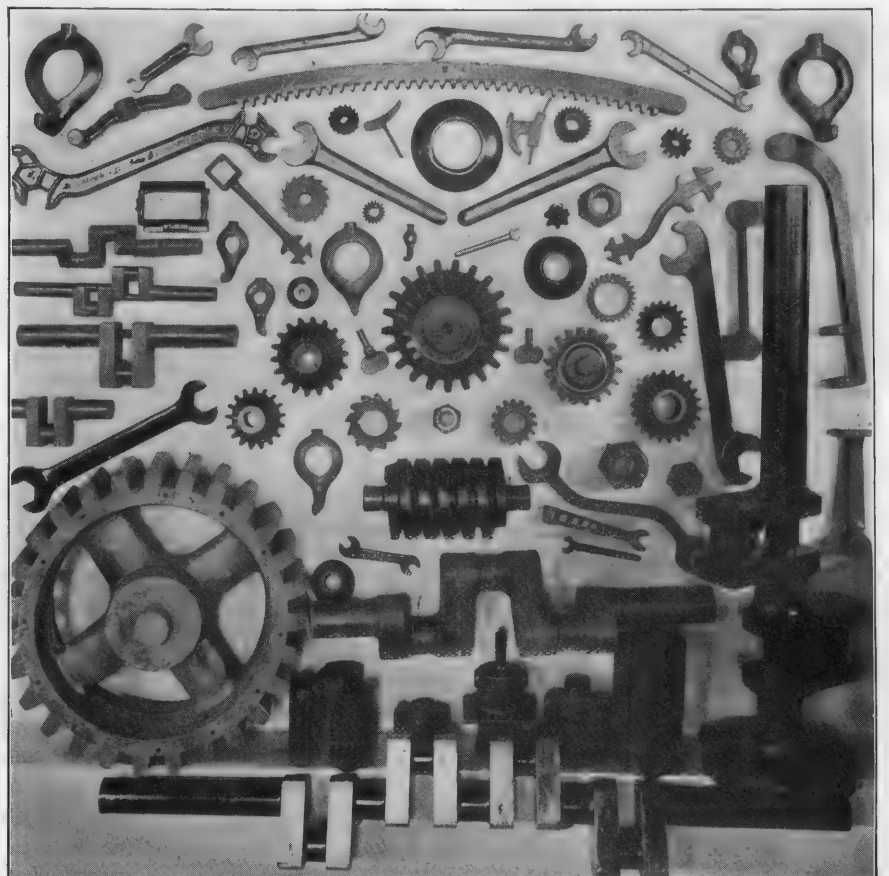
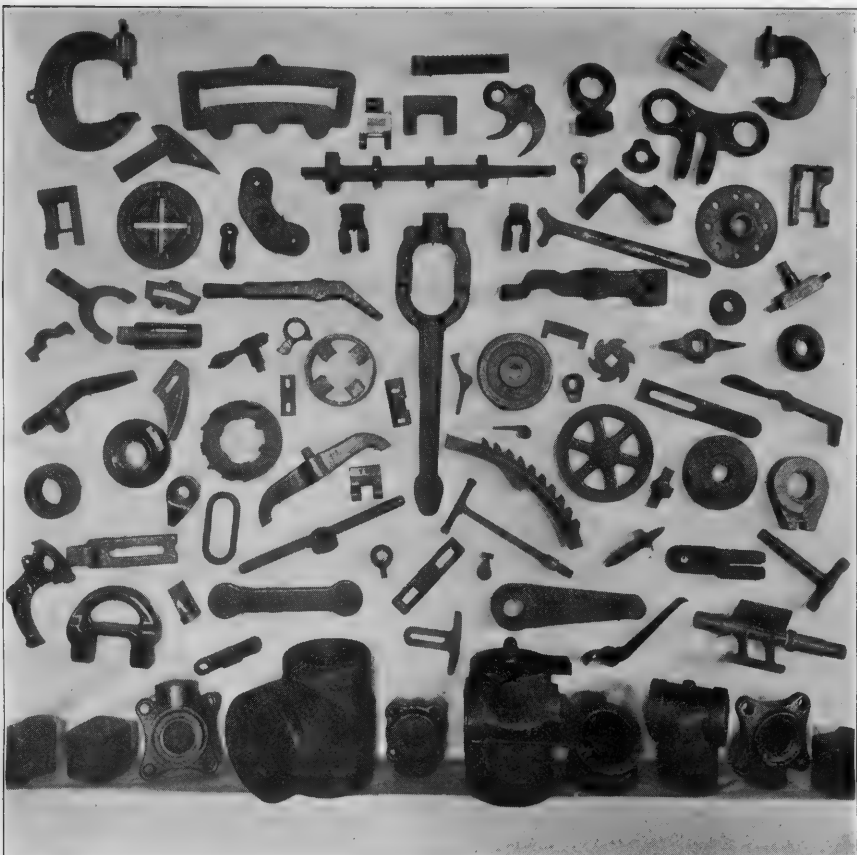


THE two lower cuts on this page illustrate the great variety of purposes for which the McHaffie steel castings are used. These castings are especially adapted for crank shafts, connecting rods, crossheads, gears, worms and other purposes for which good wearing results are required, and are used very extensively for that class of work, as their superior wearing qualities have long ago been established.

Among many other purposes for which McHaffie steel castings are used are the following: Shoes, dies, cams, tappets, gibs, etc., for Mining Machinery; cutter heads, gears, etc., for Wood-Working Machinery; knives and other parts

for Brick and Clay-Working Machinery; elbows, return bends, dies, valves, cages, etc., for Ammonia Ice Machines; boiler fittings of all kinds; worms, worm wheels, racks, rope guides, drums, etc., for Elevators; also castings for Cotton and Woolen Machinery, for Steam Fire Engines, for Agricultural Machinery, for Logging and Sawmill Machinery; wrenches of all shapes and sizes, etc.

The foregoing lists, however, cover but a small portion of the large variety of work made by this Company, which is prepared to furnish steel castings of all shapes and sizes, either of Open-hearth or McHaffie steel, according to the requirements.



Crown Smelting Company

at
Concord
Avenue
and
Patterson
Street



IS another monument to Chester's long list of successful industries. Organized December 1, 1886, and incorporated January 24, 1887, this Company has known nothing but success, and owes its pre-eminent position in the metal trade to the high standard of excellence maintained in its product.

Manufacturers of bronze, brass and composition metal castings and ingots, making a specialty of marine and heavy castings; inventors and sole manufacturers of crown bronze (an improved phosphorized metal); also manufacturers of Babbitt metals of various standard mixtures,—Babbitt guaranteed to analyze to any given formulæ or specifications. This Company also manufactures a special bronze for propeller wheels and castings where a high tensile strength is required, guaranteeing 60,000 pounds to the square inch and an elongation of twenty-five per cent. in two inches.

The Company enjoys the patronage of such representative firms as the Delaware River Iron Shipbuilding and Engine Works; Robert Wetherill & Co., of Chester; Bethlehem Steel Company, South Bethlehem, Pa.; Camden Iron Works, Camden, N. J.; Eddystone Manufacturing Company, Eddystone, Pa.; Midvale Steel Company, Pennsylvania Railroad Company and Baldwin Locomotive Works, of Philadelphia, Pa.

The Crown Smelting Company is incorporated under the laws of the State of Pennsylvania, with an authorized capital of \$100,000.

The present officers are: R. T. Dickinson, President; H. T. Davis, Vice-President; George T. Crumback, Secretary and Treasurer, and Charles K. Davis, Manager.

The Solid Steel Casting Company

ONE of Chester's busy metallurgical industries, was organized in May, 1899, and operates the steel foundry formerly owned by the Eureka Cast Steel Company, one of the pioneers in the steel-casting industry in the country. The works are located in the Eighth Ward, between the tracks of the P. B. & W. Railroad and Third Street, and bounded by Norris and Broomall Streets. The original plant has been thoroughly modernized and rebuilt during the past four years by the present management, and is now equipped to turn out 12,000 gross tons of finished product per year.

The plant consists of two 20-gross-ton acid open-hearth furnaces of the latest design, the fuel used being supplied by a battery of improved gas producers. A spacious stock yard, commanded by a labor-saving industrial railroad, assists in the rapid handling of the raw materials. The main foundry building is 260 feet long by 50 feet in width, and is taken care of by two 20-ton electric traveling cranes; a foundry for light work and a core shop, 110 feet by 85 feet, is conveniently located to the main foundry building. These are fully equipped for rapid and economic handling of molds and material, and are supplied with necessary core and mold-drying ovens.

The finishing shops aggregate a floor space of 13,000 square feet, with all necessary cranes, saws, annealing pits and other appliances. A machine shop for

repairs and light work is one of the accessories to the works. The Company has its own gray-iron foundry, complete with cupola, blowers, flasks, etc., and a well-arranged pattern shop and storage vaults are conveniently located to the foundry. The motive power of all the machinery, cranes and other tools is electricity, thus avoiding many vexing delays to successful operation.

A complete physical and chemical testing laboratory affords every facility for inspection of material under any specifications desired. A test made recently on work for the United States Government showed an elastic limit of 31,600 pounds per square inch, with an ultimate breaking strain of 60,000 pounds per square inch. The test specimen elongated 27.75 per cent. in eight inches. This shows well the superiority of steel castings for many uses.

The Solid Steel Casting Company makes a specialty of locomotive castings, while rolling mills, sugar mills, cement mills, electrical plants and various industries all over the country have been supplied with "Solid Steel" castings. The Company has also made many castings for use in both the Navy and Mercantile Marine Service. About two hundred and fifty men are employed, mostly skilled labor, and the weekly pay roll assists in a marked manner the tradesmen of our city.

Felton Bent is President of the Company, and Richard Peters, Jr., is Secretary and Treasurer. Peter J. McEntee is General Superintendent and is assisted by Jethro F. Coale. Robert C. Appleby has charge of the Sales Department.





SEABOARD STEEL CASTING COMPANY

THE Seaboard Steel Casting Company, the extensive plant of which is located at the foot of Jeffrey Street, while comparatively a new enterprise, has become one of the most substantial and successful manufacturing concerns in the city of Chester. The plant occupies the three squares of ground on the river front, between Jeffrey Street and Ward Street, and the property has a frontage of 1020 feet on the Delaware River and extends back to Delaware Avenue.

The Seaboard Steel Casting Company was organized early in 1900 through the efforts of Hon. William C. Sproul, who interested a number of influential people in the proposition and secured subscriptions for \$500,000, the capitalization of the Company. A charter was granted by the state of Pennsylvania, March 20, 1900, and organization was immediately effected by the election of Senator Sproul as President and Joseph W. Cochran as Secretary and Treasurer.

The property now occupied by the works was purchased and contracts were soon closed for the construction of the buildings. The main foundry building is a brick and steel structure, 600 by 110 feet, with the machine shop extending as an L, 60 by 240 feet.

The steel-making equipment of the plant includes three open-hearth furnaces, two of 20 tons and one of 25 tons daily capacity. The foundry is served by nine overhead cranes of from 10 to 40 tons carrying capacity each, while one 40-ton crane serves the machine shop. The power plant consists of three Ames engines, two of which are of 350 horse power and one of 150 horse power, all of them being directly connected with electrical generators of the same capacity. There are four boilers aggregating 800 horse power. In addition to the foundry, machine shop and power house, there is a large pattern storage warehouse, 60 by 200 feet in dimensions, and the office building, which is an ornate brick structure at the corner of Jeffrey Street and Delaware Avenue.

The Seaboard Steel Casting Company has been very successful, both as regards the quantity and quality of its product. Its principal line of work has been on locomotive, general machinery and shipbuilding castings and some of the most notable pieces of work ever made in cast steel have been turned out from these shops. The product of the plant has a deservedly high reputation throughout the country and is much sought after by engineering experts. In the manufacture of Seaboard castings great care is taken in the selection of material, with the result that the metal is of the quality of the highest grade of steel forgings. It can be welded or hammered into shape just as forgings are, with the advantage that much machine work is saved, as the castings are true to pattern and accurate.

The illustrations shown herewith convey some impression of the larger castings made in steel. The great spectacle frames and sternposts for merchant ships and United States Government vessels are subjected to the most particular tests as to the character and quality of the metal. The Seaboard makes a specialty of work intended for high requirements and subject to United States Government, Lloyd, shipbuilding, railroad and other rigorous inspections. Among the most notable work recently finished at the plant was the large crosses, tees and reducers for the valve chambers of the Philadelphia filtration plant. After an utter failure to make the pieces in cast iron, the order was given to the Seaboard Steel Casting Company to make them in steel, with the result that not a piece was lost, although subjected to the most exacting tests.

The present organization of the Company consists of: William C. Sproul, President; Joseph W. Cochran, Secretary and Treasurer; S. Everett Sproul, General Manager, and D. G. Stokes, Comptroller.

The Directors are: Joseph Wharton, the well-known ironmaster and capitalist, of Philadelphia; Isaac H. Clothier, retired merchant and capitalist, of Philadelphia; John B. Roach, shipbuilder, of Chester; J. Henry Cochran, banker and lumberman, of Williamsport; Thomas H. Savery, engine and machinery builder, of Wilmington; Morris L. Clothier, merchant, of Philadelphia, and William C. Sproul.



KEYSTONE CONNECTING LINKS (PATENTED)

FORGED from BAR STEEL

WILL OUTPULL CHAIN OF EQUAL SIZE. $\frac{1}{2}$ -inch size pulled 14,800 pounds.
Adopted by Governments, Municipalities, Railroads, Steamships, Mining, Engineering and wherever chain is used.



KEYSTONE SAFETY SHACKLE HOOKS

(PATENTED)



POSITIVELY SAFE



CLOSE FITTING



QUICK ACTING

**CHEAPEST INSURANCE
AGAINST LOSS OF
LIFE OR PROPERTY**

**CANNOT PULL OUT
OR BECOME DETACHED**

**STANDARD AND SPECIAL DROP FORGINGS MADE TO ORDER
KEYSTONE DROP FORGE WORKS, Chester, Pa., U. S. A.**

JOHN J. BUCKLEY

AMONG the many substantial and beneficial industries of Chester must be considered the pork-packing industry of John J. Buckley. Employment is furnished to upwards of fifty employees, at good wages, and the city and surrounding boroughs are supplied with fresh and wholesome pork and pork products, as well as high-class home-dressed beef, mutton and veal. Mr. Buckley's plant is thoroughly equipped as a modern packing house in every respect, to which has been added, within the last two years, an abattoir for slaughtering and an up-to-date refrigeration system.

Being an independent establishment, Mr. Buckley's plant, by direct and economical competition with the Western meat monopolists, has saved the dealers in and consumers of meats, in this locality, much in dollars and cents. He has also caused the demand for the higher grades of meat products to be supplied, and, by live competition, has brought about a condition all to the good of the public.



**TIMES
BUILDING
418
MARKET
STREET
CHESTER
PENNA.**

**WALLACE &
SPROUL**

Editors and
Proprietors

CHAS. R. LONG
Business Manager



Chester Times.

Only Afternoon
Daily in Chester and Pre-eminently Its Leading Newspaper

THE *Times* was established in 1876 and is the oldest daily paper in Chester in continuous publication. It was established in 1876, and in a quarter of a century has grown by successful stages to a ten and twelve-page daily, with a circulation of more than eight thousand copies, which is greater than the combined circulation of all other Chester papers.

The *Times* is published for all classes of Chester and Delaware County, and all the happenings that are fit to print are chronicled daily in its columns. This policy of catering to all classes by a progressive, go-ahead and up-to-date journal has earned for the *Times* its well-known appellation of *Chester's Favorite Daily*. A corps of eleven competent reporters, more than employed by some metropolitan papers, besides numerous correspondents throughout the County, are constantly gathering the local news, which is presented in an interesting manner to more than 40,000 readers daily.

The mechanical equipment of the *Times* is equal to that of many a big city daily. It occupies and owns the handsome building herewith represented, which contains a battery of four Mergenthaler typesetting machines; a Hoe perfecting press capable of printing from 10,000 to 20,000 papers per hour, of 4, 6, 8, 10, 12 and 16 pages, cut, pasted and folded; a complete stereotyping outfit and a job-printing department filled with up-to-date presses, wire-stitchers, paper-cutters, etc. The plant throughout is one of the most complete in the State.

The *Times* enjoys a very liberal patronage from local advertisers, who have used it year in and year out and are ready to attest to its power as an advertising medium. It enjoys, also, a most liberal patronage from foreign advertisers of the highest standing. It is the recognized want medium of this section of the Keystone State.

The Baldt Stockless Anchor

is one of Chester's leading marine products which has found its way into all foreign countries and to all parts of the globe. Its reputation is second to none, as it has been approved by all the Bureaus of Inspection, such as Lloyd's Register of British and Foreign Shipping, American Bureau of Shipping, Bureau of Veritas, U. S. Standard, Great Lakes Register, also by all the Bureaus of the U. S. Government, such as the U. S. Navy, U. S. Army and Transport Service, U. S. Lighthouse Board, U. S. Geodetic and Geographical Survey, U. S. Revenue Cutter Service, U. S. Pilot Association and all the leading vessel owners in the United States and foreign countries.

The Baldt Anchor Company was incorporated in 1901, and have their anchors made by the Penn Steel Casting and Machine Company, of this city. They are all made of the finest quality of open-hearth steel, and are thoroughly annealed.

They are required to pass the following tests:

Test bars taken from each heat must show 60,000 to 70,000 pounds tensile strength, with 15 to 25 per cent. elongation in eight inches and 20 to 30 per cent. reduction of area. A test bar, one inch square, is required to bend cold to an angle of 90 degrees. No metal must run above .06 in phosphorus and .05 in sulphur. Every anchor is subjected to a drop test of 10, 20, 30 and 40 feet on a hard, macadamized bed. All anchors in heats varying in any particular from the above specifications are rejected.

The Baldt Anchor Company are the owners of the first anchor-testing machine that was built and installed in this country and is capable of pulling a dead weight of 400,000 pounds, as it is a licensed machine for testing any style anchor to meet the requirements of the different Bureaus mentioned above.

Advantages of the Baldt Stockless Anchors are as follows:

No matter how the anchor falls, both flukes are always down and take hold simultaneously, giving greater holding power than any other

anchor made. It is absolutely sure of taking hold the moment the strain comes upon the cable. As the two flukes are always down, the cable cannot foul. The anchor cannot drag because it will not roll over. It cannot become fouled; there are no pins to break, lose or bend and no trunnion to jam. It can be stowed and carried in the hawse pipe in all kinds of weather, thus giving a clear fore-castle deck and preventing accidents that sometimes result from an anchor hanging over the bows. As no catting is necessary, it saves all the cost of tackle, cathead davits or rigging otherwise required.

Its great strength and durability:

All parts are made of the finest grade of open-hearth steel, and each anchor is submitted to the exhaustive tests as above mentioned. No dirt or stones can accumulate in the socket. It is exceedingly simple in construction. It excels all others in stowing. In a recent test made by the U. S. Navy, when foreign and domestic anchors were considered, the Baldt Stockless Anchor was adopted over all others on account of its stowing qualities and great strength. It costs less to buy and less to keep in service than any other stockless anchor made.



17,250-pound Anchor used on the Battleships of the U. S. Navy



Steel Schooner
"THOMAS W. LAWSON"
Equipped with two 10,000-
pound Baldt Anchors



THE VULCAN WORKS



HE Vulcan Works," established in April, 1863, by William H. Green, Sr., and by him incorporated in 1893, will next April have rounded out 40 years of uninterrupted business, being the oldest manufacturing enterprise in the city of Chester, and was first in the borough of South Chester, now the Ninth, Tenth and Eleventh Wards. It has been identified with the increasing prosperity of the township of Chester, then the borough of South Chester and now the city of Chester.

At its inception the plant was located on the Delaware River, without immediate railway facilities, but, in 1871, Mr. Green, with several other gentlemen, became interested, and projected a company which was incorporated as the Delaware River Railroad Co. It was afterward sold to the Philadelphia & Reading Ry. Co., and now is a prosperous and busy freight feeder to the great trunk line of which it is part. In 1892 the Reading Railroad Co. and the Pennsylvania R. R. Co. battled for the river-front trade, and finally both lines acquired right of way on Delaware Avenue, fronting the Vulcan Works, giving to that plant, with the river accommodation, facility for shipment, at competitive rates, to all parts of the globe.

The plant has grown steadily on a conservative basis, with increasing years, turning out the very best class of work, thereby earning and retaining the confidence of its numerous patrons.

The Vulcan Works originally was designed for the manufacture of steam and water valves and hydraulic specialties, and has in this branch furnished the largest and smallest made for standard requirements for blast-furnace, rolling-mill, steamship and waterworks plants. The output also includes numerous designs of steam and hydraulic cotton presses, for repressing cotton bales for shipment abroad. These presses work under a hydrostatic pressure of 4000 pounds per square inch, and require great nicety in their manufacture. Many of these presses work to a total load of 2500 to 3000 tons upon each bale, and handle from 800 to 1000 bales in a day of ten hours.

The Vulcan Works has the exclusive right to manufacture the Jenkins Patent Marine Engine Governor, which is now used upon nearly every Atlantic coastwise vessel, as well as upon many of the Atlantic and Pacific liners. This machine is the only known absolute controller of speed of a marine engine; it prevents the racing of propeller and consequent breaking of shafts, which so frequently occur in vessels that are not equipped with the Jenkins Governor.

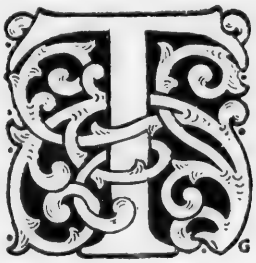
The Vulcan Works controls a large trade in building machinery used in sugar making in the island of Cuba and in the construction of special apparatus for boiling and evaporating cane juice.

During the past fifteen years, open-hearth steel castings have been developing a new and extensive requirement for numerous foundries all over the United States, and the Vulcan Works has given particular attention to the construction and maintenance of this character of plant, building and erecting the furnaces, ovens, gas producers, ladles, sand-grinding mills, cars, flasks and numerous other requirements of the industry.

Mr. William H. Green, Jr., who has succeeded his father as President of the corporation, has been identified with the plant for thirty years, and is thoroughly conversant with all its details. Mr. E. T. Robb, engineer and designer, and one of the incorporators, has had a large experience in making original designs and developing the ideas of inventors and others not familiar with mechanics in all their details. Mr. A. T. Green, Vice-President and Superintendent, gives his entire personal supervision to the construction.

As engineers and founders, the Vulcan Works is prepared to design and equip steam and hydraulic plants, open-hearth steel works, cement plants, etc., and faithfully carry through all business of this character with which it may be intrusted.

Chester Traction Company



THE Chester Traction Company comprises the largest trolley system in Delaware County, extending its many branches to nearly all the important towns, cities and boroughs. It has direct connections from Market Square to the city of Philadelphia, making connections with the Philadelphia Rapid Transit Company cars on Moyamensing Avenue, between 16th Street and 3d Street. It runs its cars direct to the city of Wilmington, Delaware, without change, connecting there with cars to Stanton, Newport, New Castle and Brandywine Springs, Delaware, and Kennett Square and West Chester, in Chester County. Its cars run to Darby, connecting with the Philadelphia Rapid Transit Company cars on Woodland Avenue for any part of Philadelphia. Other branches run from Chester to Marcus Hook, along the banks of the Delaware River to Upland, Media, connecting at Media with the Philadelphia and Delaware County Railway Company cars, which pass through Lima, Elwyn, Glen Riddle, Clifton, Lansdowne and Angora, connecting there with the Philadelphia Rapid Transit Company cars. Chester Traction Company operates the following companies: Chester Street Railway Company, Union Street Railway Company, Chester & Delaware Railway, Philadelphia & Chester Railway Company, Prospect Park Street Railway Company, Media & Chester Electric Railway Company and Southwestern Street Railway Company.

The Chester Traction Company sells six tickets for a quarter, with transfer privileges all over the city.

The Chester Traction Company is a part of the Interstate Railway Company, which owns the following properties:

WILKESBARRE & WYOMING VALLEY TRACTION COMPANY.
WILKESBARRE, DALLAS & HARVEY LAKE RAILWAY COMPANY.
LEBANON VALLEY STREET RAILWAY COMPANY.
UNITED TRACTION COMPANY.
SCHUYLKILL VALLEY TRACTION COMPANY.
ROXBOROUGH, CHESTNUT HILL & NORTHERN RAILWAY COMPANY.
HOLMESBURG, TACONY & FRANKFORD ELECTRIC RAILWAY COMPANY.
DELAWARE COUNTY & PHILADELPHIA ELECTRIC RAILWAY COMPANY.
SOUTHWESTERN STREET RAILWAY COMPANY.

CHESTER & PHILADELPHIA RAILWAY COMPANY.
CHESTER TRACTION COMPANY.
WILMINGTON CITY RAILWAY COMPANY.
TRENTON STREET RAILWAY COMPANY.
EDISON ELECTRIC ILLUMINATING COMPANY.
METROPOLITAN ELECTRIC COMPANY.
CITIZENS ELECTRIC LIGHT AND POWER COMPANY.
WILMINGTON CITY ELECTRIC COMPANY.

Their offices are 515 Mariners' and Merchants' Building, 3d and Chestnut Streets, Philadelphia.

Power Plant

The power plant consists of two short machines, 500 ampere capacity; two Westinghouse, of 600 capacity; two direct General Electric, of 2500; with Wetherill Corliss engines, total horse power of 3500; also three Berry boilers, 1000 horse power, and return tubular boilers, 1000 horse power. Fuel is all landed by boats.

Car Barn

The Chester Traction Company has a large car barn, with a capacity of storing 100 cars, at Thirteenth and Edgmont Avenue, where their main office is located. The officers of the Company are: John A. Rigg, President; Henry C. Moore, Vice-President; T. W. Grookett, Jr., Secretary and Treasurer; John MacFayden, General Superintendent.

THE IRVING & LEIPER MANUFACTURING CO.

WM. A. IRVING, President

D. EDWIN IRVING, Treasurer and General Manager

Manufacturers of

Cotton Yarns

Chester, Pa.

IN 1856 James Irving erected a mill at the foot of Franklin Street for manufacturing cotton yarns. In the year 1860 he took Thomas I. Leiper in partnership, under the firm title of Irving & Leiper. This firm was continued till 1878, when the firm was incorporated under the law of the State of Pennsylvania as the Irving & Leiper Manufacturing Company, for the manufacturing and selling of cotton yarns and fabrics, and has continued under the same title to the present time.

The plant to-day has about 15,000 spindles, manufactures warps, underwear and hosiery yarns in numbers from 8s to 20s, producing from 1,000,000 to 1,250,000 pounds of the above high-grade yarns yearly.

The officers of the Company are: William A. Irving, President, and D. Edwin Irving, Treasurer, Secretary and General Manager.



W. A. SHAW

LOCAL TELEPHONE - 285.

W. T. FOWDEN

LONG DISTANCE - 235-A.

SHAW & FOWDEN

PRACTICAL PLUMBERS

GAS, STEAM, AND
HOT WATER FITTERS

*Jobbing Promptly attended to
Estimates furnished*

703 EDMONT AVE.
CHESTER, PA.

TELEPHONE

CHARLES PALMER

Attorney at Law

Real Estate and Surveying
Fire Insurance
Notary Public

No. 12 East Fifth St.
LAW BUILDING
CHESTER, PA.

JOS. MESSICK, Sr., President and Treasurer

Established 1840

JNO. McCABE, Jr., Secretary

The New Farson Manufacturing Co.

TENTH AND POTTER STREETS, CHESTER, PA.

China Cabinets

Book Cases

Music Cabinets

Water Coolers

Refrigerators

Long Distance 'Phone, 270-A

E. S. FARSON, Sales Agent



FRONT VIEW



REAR VIEW



CLASS ROOM

CHESTER COMMERCIAL COLLEGE



BREMOST among Chester educational institutions is the Chester Commercial College, where students are fitted with a general business education.

The College is under the direct management of R. E. Moyer, Principal of the Business Department, and G. E. Fowler, Principal of the Shorthand Department, where full and concise instruction is given in Bookkeeping, Shorthand and Typewriting, Arithmetic, Spelling, Penmanship, Commercial Law and kindred branches.

Business Colleges have become a necessity in every commercial center, and Chester is extremely fortunate in having an institution of such high standing, which, as a rule, are found only in the larger cities.

The Chester Commercial College fits its students with a practical business education, and pays special attention to assisting its graduates to good paying positions.

It is the pride of this school that its graduates are being sought after by the leading Merchants, Bankers and Manufacturers of the city, in the offices of nearly all of which are to be found one or more of its representatives.

For the accommodation of pupils unable to attend during the day this school maintains a night session with a large attendance.

CONSUMERS ICE MANUFACTURING COMPANY



WM. J. McCLURE, President

GEO. L. HORNING, Vice-President

HENRY ABBOTT, Treasurer

HARRY E. BLOOM, Secretary

WM. W. GREEN, Manager



CHESTER BREWING COMPANY

SECOND, CORNER PALMER STREET

JOHN G. FORSTBURG, President and Manager

WM. J. McCLURE, Secretary and Treasurer

DEAKYNE BROS.

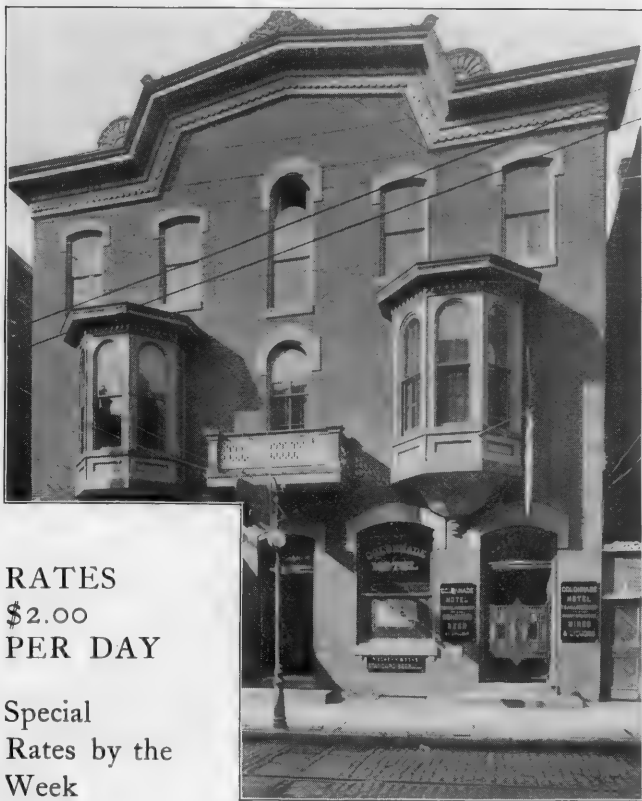
WHOLESALE CONFECTIONERS

are composed of Dean J. and David W. Deakyne, the latter serving a practical apprenticeship of six years with W. F. Cutler & Son, then located at intersection of Market Street, Edgmont Avenue and railroad.

They started in a small frame building, near Fifth and Kerlin Streets, in 1884, with marked success from the start. After three years they built a factory and stabling for horses in rear of 318 Parker Street, and purchased present building, where now located, N. E. Corner Third and Parker Streets, in 1894, which building has been entirely remodeled on the inside. They now have one of the nicest fitted stores and complete stock, which is not exceeded by any wholesale jobbing candy house in the state, and have a model factory on the second floor for manufacturing a handmade line of candies, having just lately put in some machines run by electricity for their constantly increasing business. By strict attention and catering to the wants of the trade this firm have become the leading wholesale candy house in Chester and deliver goods from their own wagons in all parts of Delaware County.



COLONNADE HOTEL



RATES
\$2.00
PER DAY

Special
Rates by the
Week

CHESTER, PENNA.

T. S. WILLIAMSON, PROPRIETOR



The Leading Hotel. Complete in
all Appointments. Steam Heated
throughout. Gas and Electric Light



POWER SOAP CUTTER

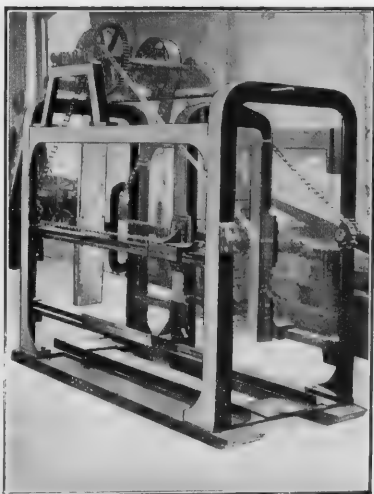
POWER SOAP
CUTTERS
POWER SOAP
SLABBERS
SPECIAL SOAP
MACHINERY

*Engineers and
Machinists*

JAMES P. WETHERILL
ISAAC WETHERILL

**JAMES P. WETHERILL
MACHINE COMPANY**

C H E S T E R , P E N N A .



POWER SLABBER



ROBERT WETHERILL

RICHARD WETHERILL

ROBERT WETHERILL & CO.
CHESTER, PA.

Manufacturers—CORLISS ENGINES, POWER MACHINERY, BERRY SAFETY BOILER

1852

PHONE No. 467

1903

IDENTIFIED WITH THE BUSINESS
INTERESTS OF CHESTER MORE
THAN HALF A CENTURY

CLOUD'S SHOE STORE

28 WEST THIRD STREET

George
and Joe

MESSICK

ACKNOWLEDGED LEADERS IN
MEN'S HATS
—AND—
FURNISHINGS

Two Stores: 520 Market St., 11 West Third St.
CHESTER, PENNA.



THOMAS BROOKS McBRIDE

S. W. Cor. Third and Parker Streets, Chester, Penna.

*Manufacturing
Confectioner*

We make specialties of New England Peanut Taffy
Cream Coconut work and Stick Candy
Penny goods a specialty

We call for and deliver goods to all parts of Delaware County

ROLAND P. LUTES, GENERAL MANAGER

HOME OFFICE

LINCOLN BENEFICIAL ASSOCIATION

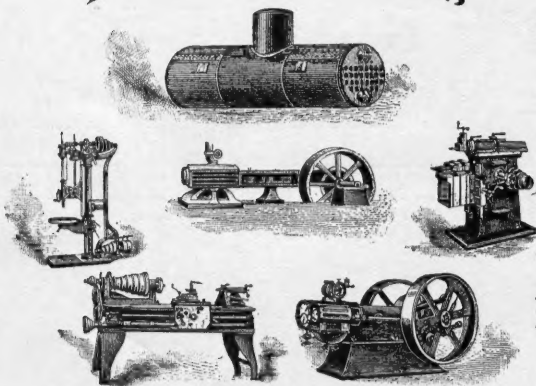
Cor. Welsh Street and Edgmont Avenue
CHESTER, PA.

PAYS FOR SICKNESS, ACCIDENT OR DEATH

President, ELMER N. PENNELL
Vice-President, GEORGE H. STORY Secretary, BARRY D. LANE
Treasurer and Medical Examiner, DR. F. L. HAMILTON

BELL
TELEPHONES (261) MARKET
(262) MAIN.
KEYSTONE 6-24 MAIN.

BOILERS. ENGINES



REILLY PUMPS
& COMPRESSORS
GAS & GASOLINE
ENGINES.

CONTRACTING ENGINEERS, DYNAMOS, MOTORS
AND COMPLETE STEAM & ELECTRICAL INSTALLATION

THE BERRY ENGINEERING CO.

610 to 628 Crosby Street, Chester, Pa.
CONSULTING and CONSTRUCTING ENGINEERS

Manufacturers of

BOILER-ROOM SPECIALTIES

Pumps, Pump Govern-
ors, Feed-Water Regu-
lators, Feed-Water
Purifiers, Water Columns

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Sight-Glass
Fixtures

W. H. Berry
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Geo. N. Schofield
Treasurer

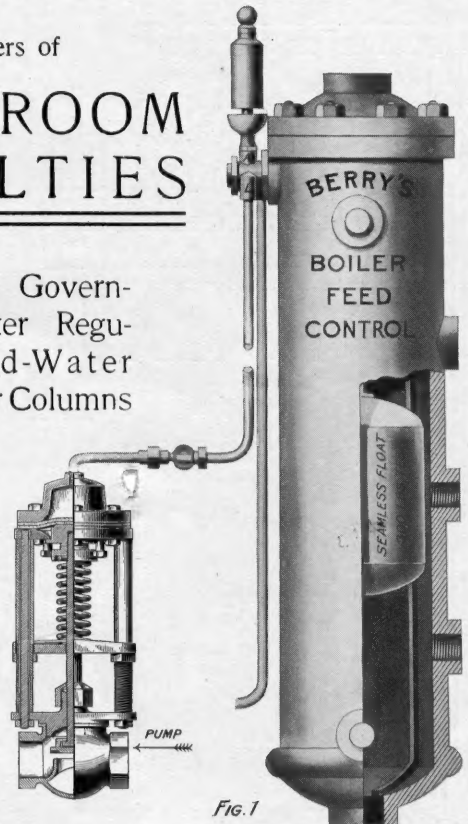


Fig. 1

ALL QUOTATIONS SUBJECT TO PRIOR SALE

FRANK TOOMEY

MACHINERY
& SUPPLIES OF EVERY DESCRIPTION

MAIN OFFICE, 127-131 NORTH 3RD ST.

SOLE AGENT
FOR

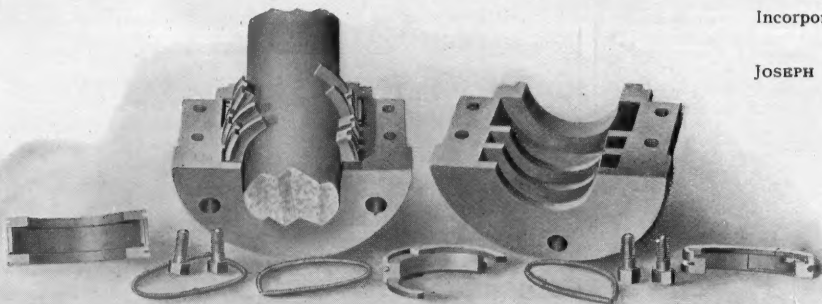
C. & H. AUTOMATIC & BALANCE VALVE ENGINES
TROY VERTICAL STATIONARY & MARINE ENGINES.
HOISTING ENGINES HIGH GRADE HORIZONTAL VERTICAL
LOCOMOTIVE & MARINE BOILERS. REILLY STEAM PUMPS
CENTRIFUGAL WATER & SAND PUMPS LATHES.
PLANERS, SHAPERS, DRILL PRESSES, MILLING MACHINES.
WOOD WORKING MACHINERY & c.

Incorporated under the State Laws of
Pennsylvania

JOSEPH M. HARPER, President
JOHN HODGE, Treasurer
M. T. HARPER, Secretary

We have
equipped the
largest Engines
in the world

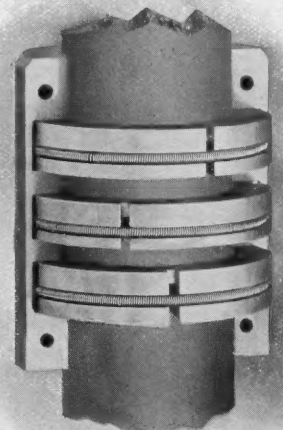
Write for
Catalogue



THE HARPER MANUFACTURING CO.

CHESTER, PENNA.

MANUFACTURERS OF METALLIC PACKING. Can be applied to any kind of Steam or Air
Engine without disconnecting and will wear for years.



Chester Hardware House

CONTRACTORS'
BUILDERS' AND
MILL HARDWARE
SUPPLIES OF ALL KINDS

D. P. PAISTE

13 WEST THIRD STREET, CHESTER, PA.

S. E. E. KAY

Clothier
AND
Hatter

23 WEST THIRD STREET
CHESTER, PENNA.

WM. M. BOWEN

GENERAL

Wholesale Grocer

AND JOBBER OF

COFFEES and TEAS

BOTH TELEPHONES

401-413 EDMONT AVENUE
CHESTER, PA.

DEERING'S

25, 27, 29 WEST THIRD ST.
CHESTER, PA.

Dry Goods Store



The Dry Goods, Notions, Trimmings, House
Furnishings and everything usually found in
an up-to-date department store occu-
py on the first floor 7200 square
feet of crowded space; all
at the closest prices

Questions For You To Act On Now

Do you want the benefit of business experience
and observation?

Do you want your business done promptly
and in a systematic way?

Do you want business information as to legal
transactions of any kind?

Do you want to know about any stocks, bonds
or investments?

Have you money you want to bring you in
interest?

Do you want to borrow on first-mortgage se-
curity at 5 4-10 per cent.?

Have you a house, store or other property
vacant and desire a tenant?

Do you want to sell your property?

Are you looking for a desirable house for a
home?

Do you want to buy ground for safe invest-
ment or building purposes?

Do you want to know where are the growing
and improving parts of Chester?

Do you want to buy property anywhere or
get information about it?

Do you know why some people make and
others lose in buying property?

Have you just claims due you and wish them
collected?

Do you need business advice?

Do you want to obtain a patent?

Have you an invention upon which you
should file a caveat for protection?

Do you want to know one of the best com-
panies in which to insure your property?

Do you think it will be any harm to talk your
business over and get an opinion other than your
own?

Would you feel worried in doing business
with one who believes in strictly attending to
business?

Do you want to do business with one who
can give you unquestionable security in business
of trust and responsibility?

Do you know that on and after July 1st next,
Benj. C. Fox hopes to be in his new Law Office,
which is to be built on the corner lot opposite
the United States Government Post Office Build-
ing, at Fifth and Welsh Streets?

Do you know it pays to do business with one
who has profited by the mistakes of others and
may give you the benefit of such experience in
the transaction of your business?

These and kindred questions, if made use of,
may help you find the path of your success.

Terms and particulars apply to

BENJAMIN C. FOX

Offices { Cambridge Building
Fifth and Market Streets
Chester, Pa.

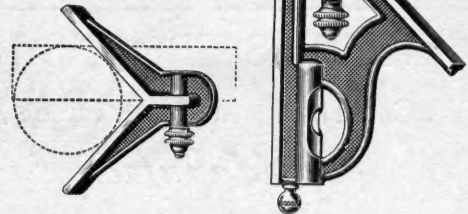
A. L. PALMER

W. W. GAYLEY

PALMER BROS.

621 Edgmont Avenue, Chester, Pa.

HARDWARE



TOOLS

G
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S



V
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R
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S
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PAINT

Bell 'Phone 276 D

United 'Phone 243

FRALEY N. WEIDNER

MARKET AND SIXTH STREETS

Electrical Contractor

REPAIRS, SUPPLIES CONSTRUCTION

Dynamos, Motors
Lamps, Wire
TELEPHONE SYSTEMS INSTALLED

DIRECT WIRES
to Philadelphia
Good Toll Service to other points

800 'PHONES
in Chester, Penna.

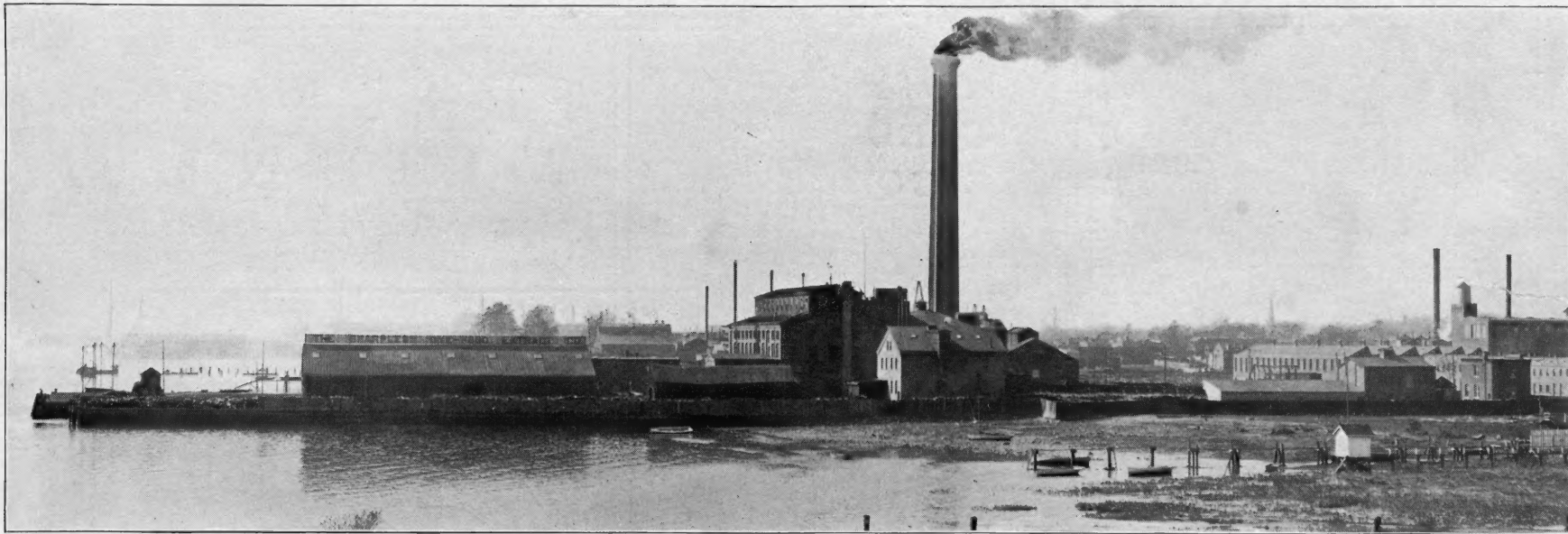
United Telephone and Telegraph Company



Executive and General Offices
FIDELITY MUTUAL LIFE BUILDING
112 North Broad Street, Philadelphia, Penna.

5-MINUTE SERVICE
at 3-Minute Rate

UNLIMITED SERVICE
is what you want
and we give it



ESTABLISHED 1835

INCORPORATED 1895

The Sharpless Dye-Wood Extract Co.

MANUFACTURERS OF
DYEWOOD EXTRACTS
AND DYEWOODS

OFFICES

648-50-51 Philadelphia Bourse

RIVERSIDE MILLS
CHESTER, PENNA.

Property Worth Erecting is Worth Protecting

AND, in selecting the kind of paint to go on your house, you can't afford to take chances.

It pays to investigate. Make a few inquiries as to the merits of the respective paints that happen to be in your immediate market.

Lucas Tinted Gloss Paint

courts invest in, because all who do this usually buy it.

It's a standard paint, popular because it never fails to effect a saving for the property owner. Nearly all dealers sell it.

JOHN LUCAS & CO.

PAINT MAKERS

NEW YORK, PHILADELPHIA, CHICAGO
ESTABLISHED 1848

CHESTER'S LEADING CARPET STORE

Is Situated at 31 West Third Street

Its owner, on August 13, 1880, opened a modest-looking carpet store about a square below where his present emporium now stands, and by hard work, persistent effort and fair dealings so increased his trade that, on September 10, 1886, he was obliged to move to his present more spacious quarters, which consist of a three-story, 20 by 100-foot brick building, with basement, in the heart of the business center of the city.

This store has the distinction of having the only store passenger elevator in Chester.

Two years ago, after numerous inquiries for home furnishings other than floor coverings, we put in a line of Rockers, and since that time have added line after line of Furniture, until to-day we are well equipped to furnish homes complete.

Our stock includes, in great variety both as to quality and price, all kinds of Carpets, Rugs, Matting, Linoleums, Oil Cloths, Parlor and Bedroom Suites, Enamelled Bedsteads, Mattresses, Couches, Parlor Tables, Rockers, Draperies and Window Shades.

D. G. HENDRICKS

THE DELAWARE COUNTY TRUST, SAFE DEPOSIT AND TITLE INSURANCE CO.

THIRD AND MARKET STREETS
CHESTER, PA.

Capital - - \$250,000.00

Surplus - - 125,000.00

Charter Perpetual

JAMES A. G. CAMPBELL President
JOSEPH MESSICK, 1st Vice-President, in charge of Real Estate
JOHN CALDWELL HINKSON, 2d Vice-President, in charge of Trusts and Titles
JOHN F. CHALLENGER . . . Secretary and Treasurer
WILLIAM K. FOLEY Assistant Secretary
STEPHEN E. TAYLOR . . . Assistant Title Officer
R. E. JEFFERIS Assistant Treasurer
OLIVER B. DICKINSON Solicitor

Directors

I. E. COCHRAN, JR.	WILLIAM B. BROOMALL
WILLIAM CARSON	JOHN C. HINKSON
JOSEPH MESSICK	WILLIAM J. MCCLURE
JAMES A. G. CAMPBELL	WILLIAM C. SPROUL
GEORGE MCCALL	JOHN P. CROZER

THE Delaware County National Bank

Capital - - \$300,000

Surplus - - 450,000

\$750,000

UNITED STATES DEPOSITORY

J. H. Roop, President

B. T. Hall, Cashier

DIRECTORS

THOMAS SCATTERGOOD	A. O. DESHONG
JOHN P. CROZER	W. H. SPROUL
J. H. ROOP	W. P. SIMPSON
JOHN M. BROOMALL, JR.	LOUIS R. PAGE
O. B. DICKINSON	WM. I. SCHAFER
GEORGE M. BUNTING	